

AUTHORIZED ADMISSIONCHECK NAMES OF INDIVIDUALS
PRESENT OTHER THAN CREW MEMBERS

ABBEY, Lt.
 BENNETT, Lt. Col.
 BOWMAN, Capt.
 CALLAHAN, Sgt.
 CLOUTER, Capt.
 CROSBY, Capt.
 DOUGLAS, Capt.
 EMERSON, Major
 FITZGERALD, Major
 FRYE, Capt.
 FULLER, Major
 GUMMERSALL, Capt.
 HARDY, Capt.
 HARRISON, Capt.
 HOWARD, Lt.
 IANNACONE, Capt.
 JEFFREY, Lt. Col.
 KIDD, Lt. Col.
 KINDER, Capt.
 LASH, Capt.
 MASON, Capt.
 MCCARTHY, Capt.
 MCGILL, Capt.
 MILBURN, Lt.
 ORENSTEIN, Lt.
 PIKE, Lt.
 S-2 52/15-5-44

REEDER, Major
 ROSENTHAL, Capt.
 STOVER, Capt.
 TURNER, Lt. Col.
 WALLICH, Major
 WILLIAMS, M/Sgt.
 SPENCE, S/Sgt.
 SWARTOUT, Capt.
 VENTRIS, Capt.
 YOUNGS, Capt.
 ZELLER, Capt.

S-2 DUTY OFFICER

21. H/RIGHTCapt. MACKESSEY11. BAUMANT/Sgt. HagenbachSgt. ChislerSgt. HorshSgt. DuPriz

DUTY NAVIGATOR

DUTY BOMBARDIER

Sgt. Clark

DATE OF BRIEFING

29-5-44

MISSION NO. 196
DATE 12 June 94

TACTICAL MISSION FOLDER

Field Orders: 263
Briefing notes
Duty officer check list.
Camera installations
Authorized admission lists
Formation echart
"Interrogation" forms
A/C returning early
Hot news

Flash report
Immediate action report
Final report
Flak
Sortie information
Maps & photos
Tabulation sheet.

RESTRICTED

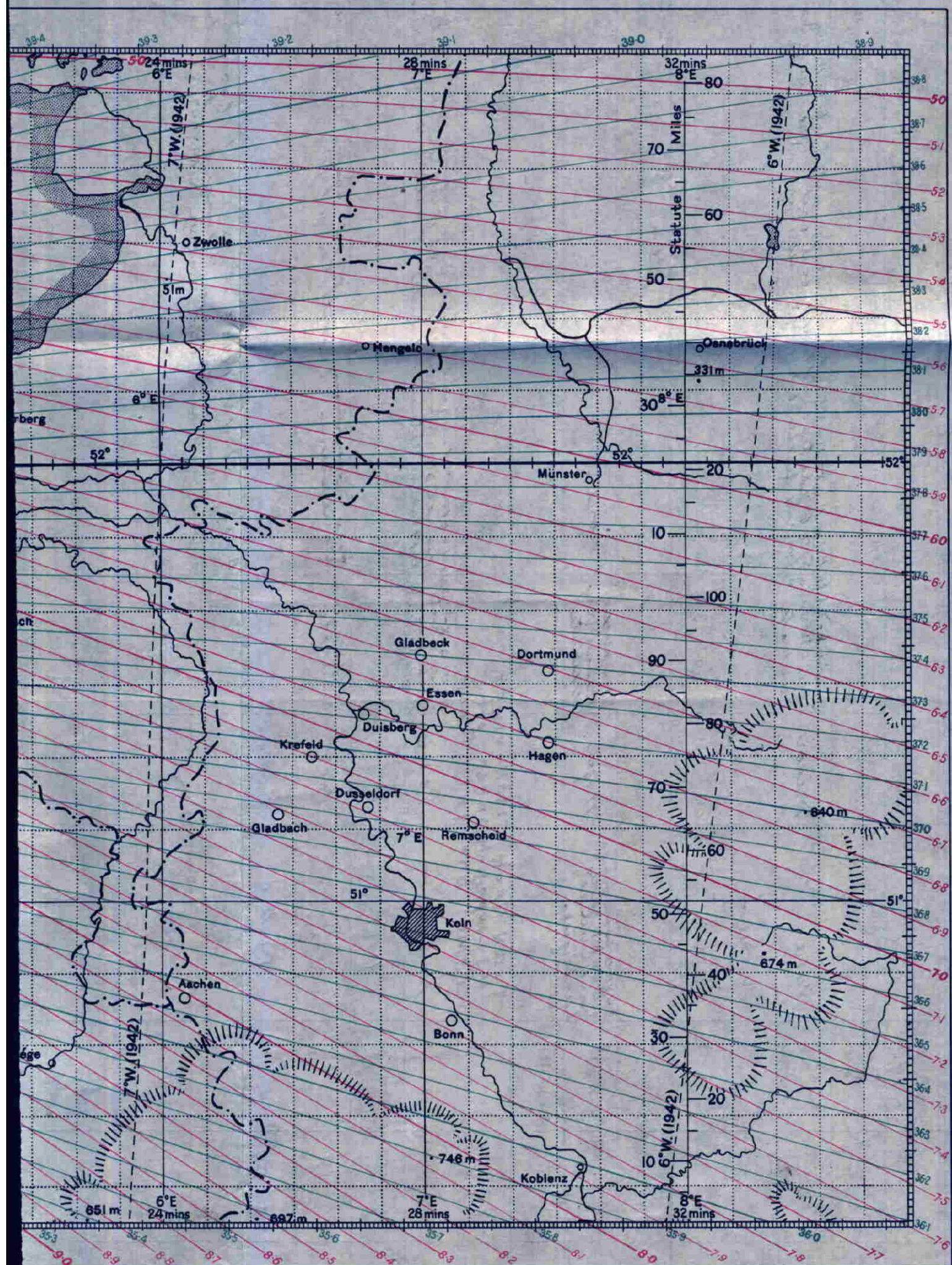
AUTH 8th Ftr Comm

LT of 14 SEPT 1945

Date SEP 19 1945 J.P.S.

OSNABRUCK

SERIES 2

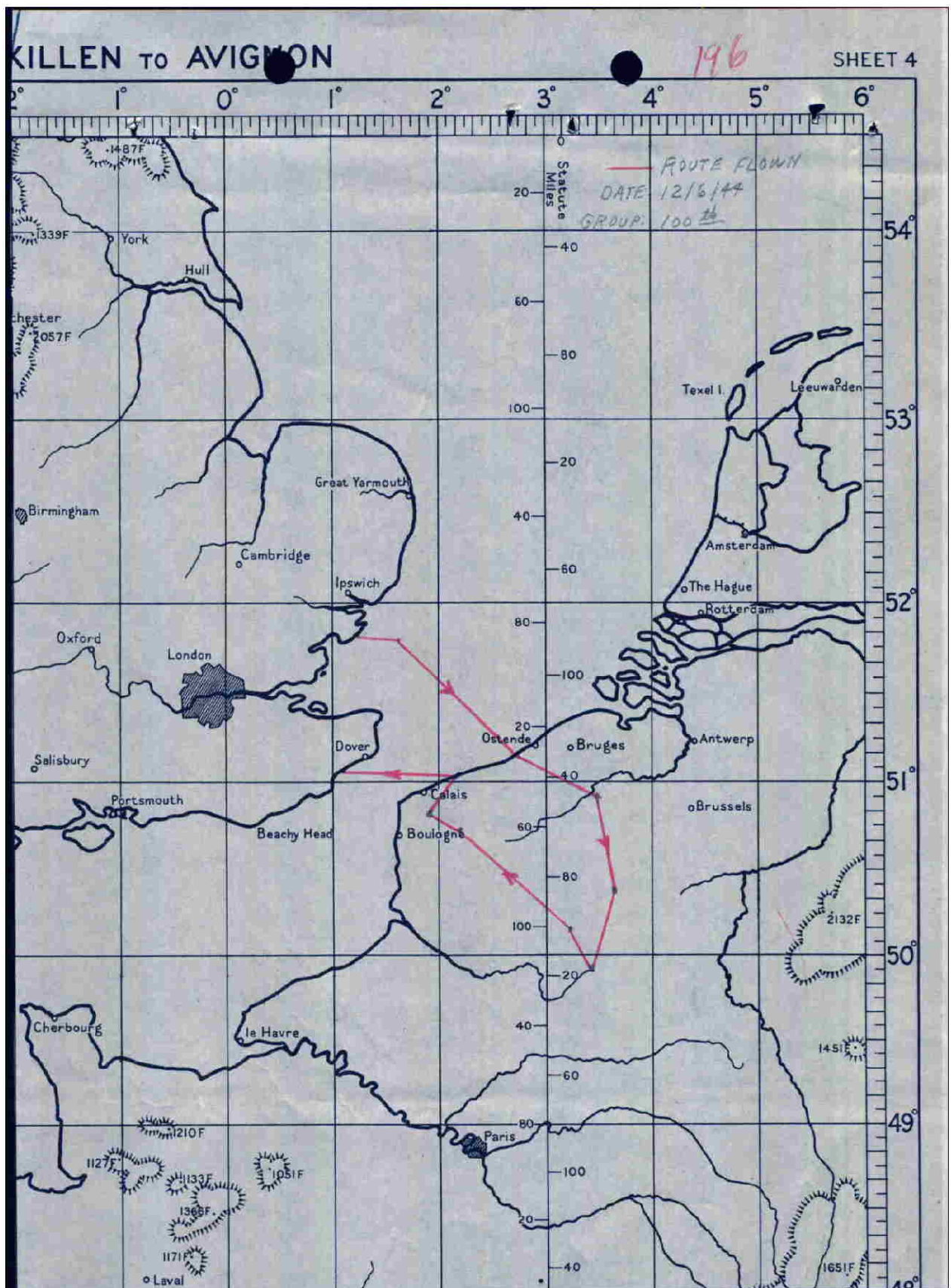


SCALE 1:1,000,000 AT 56° N.
IN METRES

A.D. Maps No 900/2 Air Ministry 1942.

Time Alt 100^m GROUP 125500 H-
 Weather: 5/10 undercast at target - No A/C Lost: Phoned to Capt. Pinner a
 C/21

Pilot	Sq.	No.	Alt	Loadings	No. Bombs Dropped & Results	Battle Damaged	Flak +/or	Observer
Lt. F. J. Herres Capt. F. H. Mason	349	986		38x100 M-30 Dey 8.1/10	None	minor		
Lt. S. F. McLeague	349	883		"				A/C 883 - Hit by flak on first seen at 09 A/C observed no
Lt. C. S. Harding	349	137		"	None	Minor	Bomb - left level - tracking moderate	# 601 at 0855 - #4 eng 5 to 6 x bullets - dead engine engine feathered landing
Lt. M. P. Terminiello	349	834		"	None -			
Lt. C. C. Gustafson	349	311		"	Turn back - 515N-03000 No bombing because Bombs brought back			
Lt. J. P. Ryan	349	601		"				A/C 601 - Hit by flak on first seen at 09 out of control - 3 chutes None.
Lt. R. J. Schomp	349	598		34 x 100	34 x 100 some bombs fell on A/C, flak, & in channel at Dunkersburg.	Major	Dunkersburg accurate	
Lt. K. J. Dille	351	126		38 x 100	0855 - 2 bombs Dunkersburg			
Lt. E. Kapf	351	800		"	TURN BACK AT 130N-0140E #3 SUPERCHARGER Bombs brought back			
Lt. J. F. Noble	350	089		"	None	None	Robbair - 1-017 Dunkersburg - accurate	1-017 - #4 engine down near 5206N-0314E. B-17 seen ditching Cliche
Lt. A. D. Elbel	350	958		"	Returned	minor		
Lt. J. E. Davis	350	657		"	None	None	Dunkersburg - accurate	0853 - Dunkersburg same plane 1 chutes
Lt. H. W. Dickert	351	007		"	Bombed	Minor		# 883 - 5104N-0100E



4BTA-2-2(24-7-43)

When re-mimeographing, make no changes.

MISSING A/C REPORT

A/C No. **883** Squadron **349** Group **100** Date Missing **12/6/44**
 Pilot **Lt. E. P. McKeague (8) MIA** Ball T. Gunner **S/Sgt. J. L. Swafford (3) MIA**
 Co-pilot **Lt. F. A. Ritter (8) MIA** TT Gunner **T/Sgt. C. H. Penman (8) MIA**
 Navigator **Lt. S. M. Louros (4) MIA** Tail Gunner **S/Sgt. J. S. Pelligrino (0) MIA**
 Bombardier **T/Sgt. E. B. Peters (15) KIA** RW Gunner **S/Sgt. R. A. Gallagher (8) MIA**
 Radio Operator **T/Sgt. W. H. Allen (8) MIA** LW Gunner **S/Sgt. A. M. Rudnall (8) KIA**
 Observer

Target **Rosieres-en-Santerre**

Position of A/C in Group: (Circle on diagram) →

Position of Group in Formation: **High Group in 13" B" CW**

			1		
		3	2		
1		4		1	
3	2	6	5	3	2
	4			4	
6	5		6	5	

How many chutes were seen? **see narrative and supplementary narrative.**

Was A/C lost to: Fighters; AA Fire; Aerial Bomb; Collision; Other: **AA Fire**

Where did A/C sustain initial damage? **Dunkerque**

Where was A/C last seen? **See narrative**

How many previous raids made by crew? **In parenthesis by names**

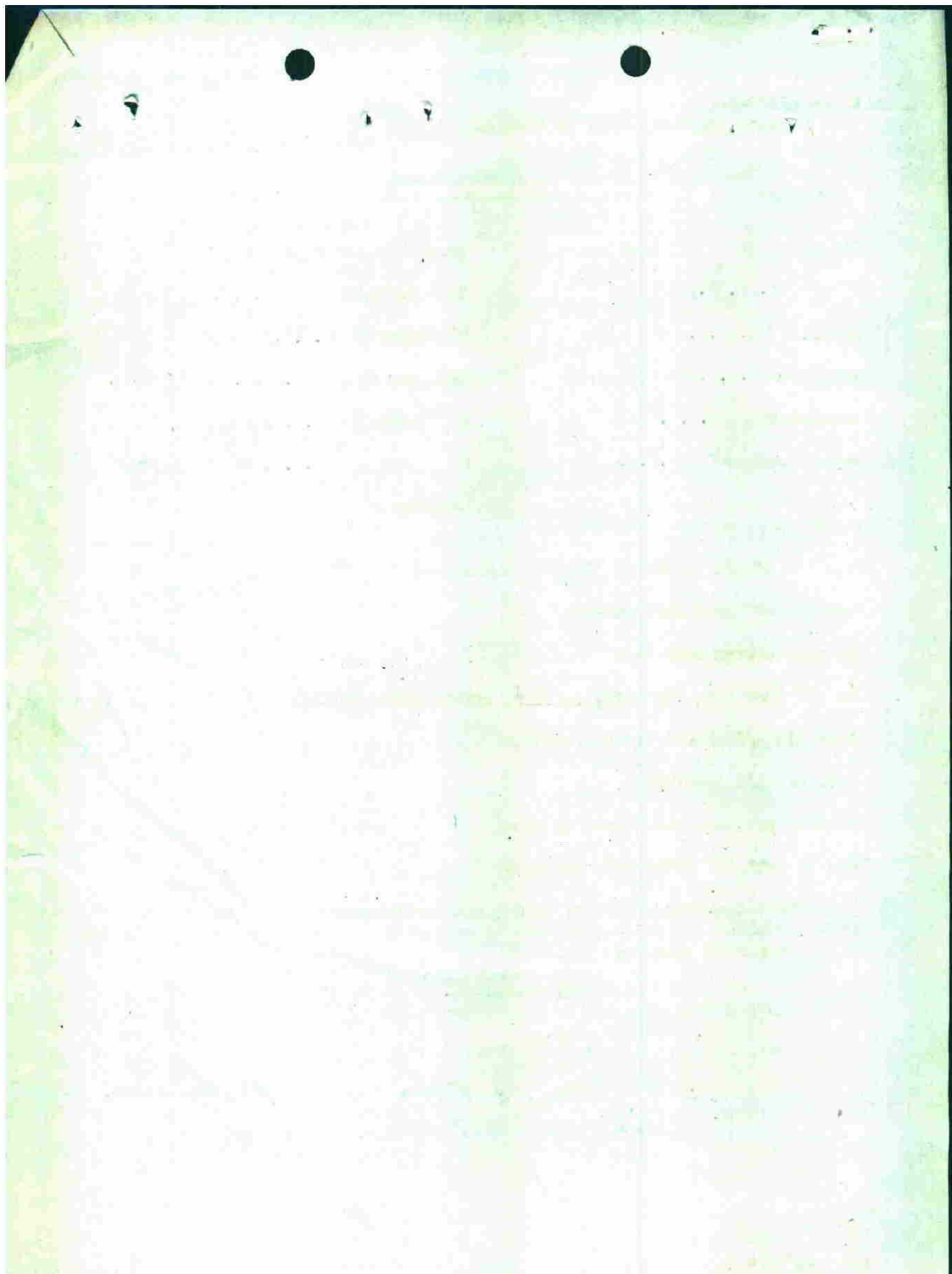
Date of last P/W briefing? (Approx.) **7 May 1944**

Give a complete narrative citing all known facts not covered by the above questions, using reverse side if necessary. If weather was contributing factor, describe briefly.

A/C # 883 was hit by flak over Dunkerque. # 4 engine on fire. Last seen at 5104N-0140E at 0905 hours, 14,000 feet altitude, heading 270° with right wing on fire near # 4 engine. 1 chute seen.

(Supplementary - ~~McKeague & 3 others picked up & survived. 2 others picked up, but died.~~)

S-2 30/15-8-43



Lt. M^cKeague A/c 883 June, 1944

Over the French Coast near Dunkerque
4 engine was hit and caught on fire - #3
engine later caught on fire from #4 engine.
There was also damage to #1 & #2 engines.

The first fire apparently started under the
right wing from flak. This was reported
by the R.W. gunner.

Lt. McKeague then left formation in
a dive in an attempt to put out the fire;
each time he levelled out, the fire would
again spread. While flying parallel
to the English Coast between Sandwich
and Walmer ($51^{\circ}12'N$, $01^{\circ}24'E$), Lt.
McKeague set his ship up on AFCE and
instructed his crew to bail out; they
started bailing out at approximately
2500' alt. and after the ship was
cleared of the remainder of the crew,
Lt. Mr. McKeague bailed out at an

estimated altitude of 800 ft. He was picked up by a life boat from Walmer (he thinks by the Royal Navy). He was approximately 500 yards off shore when picked up.

at the time Lt. McKeague ordered his crew to bail out, there were three surface vessels underneath (thought to have been mine sweepers).

The 9 men that bailed out before McKeague should not have been at a greater distance from the shore than McKeague (500 yds).

E. L. Johnson
12 June 1/4

file 196

MISSING AIR CREW REPORT

Lt. J.P. McKeague
A/C 883

S-2

Submit one copy to S-1.

IMPORTANT: The following report will be completed within 36 hours of the time an aircraft is officially reported missing.

2. SPECIFY: Point of Departure AAP Station 139 Course E
Intended Destination Rosieres-En-Santerre; Type of Mission Op(Tactical)
3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

5/10 undercast.

4. GIVE: (a) Date 12/6/44; Time 0905; and Location Dunkerque
of last known whereabouts of missing aircraft.
(b) Specify whether (☒) Last Sighted; () Last Contacted by Radio;
() Forced Down; () Seen to Crash; or () Information not available.
5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: Check only one () Enemy Aircraft; (☒) Enemy Anti-aircraft; () Other circumstances as follows _____

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	Rank	Serial Number	Contacted		Check only one column		
			By Radio	Last Sighted	Saw Crash	Saw Forced Landing	
1. <u>Harding, Chas, S Jr. 2nd Lt. 5-757191</u>				<u>X</u>			
2. _____							
3. _____							

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used ☒; (b) Persons were seen walking away from scene of crash _____; or (c) Any other reason (Specify) _____
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHEN AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

A/C # 883 was hit by blak over Dunkerque, # 4 engine on fire. Last seen at 5104M-0140E at 0905 hours, 14,000 feet altitude, heading 270° with right wing on fire near # 4 engine. 1 chute seen leaving ship.

AFWA-2-2(24-7-43)

When re-nineographing, make no changes.

4 men

196

known source
 MISSING A/C REPORT
slightly up mine

A/C No. #883 Squadron 349 Group 100 Date Missing 12/6/44
 Pilot Lt. E. P. McKeague 8 Ball T. Gunner 2/39t J. L. Swafford 3
 Co-pilot Lt. F. A. Rither 8 LPT Gunner T/39t G. H. Penman 8
 Navigator Lt. J. M. Louros 4 Tail Gunner 2/39t J. S. Pelligrino 0
 Bombardier 2/39t E. B. Peters 15 W. Gunner 2/39t R. A. Gallagher 8
 Radio Operator T/39t W. H. Allen 8 LW Gunner 2/39t A. M. Hodvall 8
 Observer K.I.A.

Target ROSIERES-EN-SANTERRE

Position of A/C in Group: (Circle on diagram) C →

1 2
 3 4 1
 2 6 5 3 2
 4 4
 6 5 6 5

Position of Group in Formation: HIGH C.P. IN 13" 8" C.W.

How many chutes were seen? 1-chute (see narrative below)

Was A/C lost to: Fighters; AA Fire; Aerial Bomb; Collision; Other:

Where did A/C sustain initial damage? DUNKERQUE

Where was A/C last seen? 5140N-0140E.

How many previous raids made by crew? (in parenthesis by names)

Date of last P/W briefing? (Approx.)

Give a complete narrative citing all known facts not covered by the
 above questions, using reverse side if necessary. If weather was contributing
 factor, describe briefly.

A/C #883 was hit by flak over Dunkerque.
 #4 engine on fire. Last seen at 5140N-
 0140E at 0901 hours, 14000 ft. alt, heading
 270° with right wing on fire near #4
 engine. 1 chute seen.

S-2 30/15-8-43

Lt. E. P. McKeague
A/c # 883

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MISSING AIR CREW REPORT

S-2

Submit one copy to S-1.

IMPORTANT: The following report will be completed within 36 hours of the time an aircraft is officially reported missing.

2. SPECIFY: Point of Departure AA 7 Sta 139 Course E
Intended Destination Rosier-Res-EN-JANterre; Type of Mission Op/Fact

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

5/10 undercast

4. GIVE: (a) Date 7/6/44 Time 0905; and Location DUNKERQUE of last known whereabouts of missing aircraft.
(b) Specify whether (X) Last Sighted; () Last Contacted by Radio;
() Forced Down; () Seen to Crash; or () Information not available.

5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: Check only one () Enemy Aircraft; (X) Enemy Anti-aircraft; () Other circumstances as follows

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	Rank	Serial Number	Contacted		Check only one column		
			By Radio	Last Sighted	Saw Crash	Saw Forced Landing	
1. <u>HARDING, CHAS. J. JR</u>	<u>2nd Lt</u>	<u>0-14791</u>	<u>X</u>				
2. _____							
3. _____							

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used yes; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) _____

13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHEN AIRCRAFT WAS LAST SEEN.

14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

A/c # 883 was hit by flak over Dunkerque, #1 engine on fire - last seen at 0905 hours, 14,000' alt, heading 270° with right wing on fire near #4 engine. 1 chute seen leaving ship.

Utah - Chama

pac. w. 18.
 cat. horse.
 can. 6. 11.
 can. 11.
 can. 11.
 can. 11.
 can. 11.

H/A

Chama - 13 - 10 days - 8-12
 Chama - 18 - 20 days

1-17 days

Chama - 10 - 11 days
 Chama - 10 - 11 days
 Chama - 10 - 11 days

Chama - 16 # 9-1
 Chama - 16 # 9-1
 Chama - 16 # 9-1

351

Chama - 10 - 11 days
 Chama - 10 - 11 days
 Chama - 10 - 11 days

Chama - 20 - 10 days
 Chama - 20 - 10 days
 Chama - 20 - 10 days

Lt. J. F. RYAN
A/C #601

MISSING AIR CREW REPORT

S-2

Submit one copy to S-1.

IMPORTANT: The following report will be completed within 36 hours of the time an aircraft is officially reported missing.

2. SPECIFY: Point of Departure AAF STA 139 Course E
Intended Destination ROSIGRES-EN-SANTORRE; Type of Mission Qa (Fact)

3. WEATHER CONDITIONS AND VISIBILITY AT TIME OF CRASH OR WHEN LAST REPORTED:

4. GIVE: (a) Date 12/6/44 Time 0853; and Location Dunkerque
of last known whereabouts of missing aircraft.
(b) Specify whether (☒) Last Sighted; () Last Contacted by Radio;
() Forced Down; () Seen to Crash; or () Information not available.

5. AIRCRAFT WAS LOST, OR IS BELIEVED TO HAVE BEEN LOST, AS A RESULT OF: Check only one () Enemy Aircraft; (☒) Enemy Anti-aircraft; () Other circumstances as follows

11. IDENTIFY BELOW THOSE PERSONS WHO ARE BELIEVED TO HAVE LAST KNOWLEDGE OF AIRCRAFT, AND CHECK APPROPRIATE COLUMN TO INDICATE BASIS FOR SAME:

Name in Full (Last Name First)	Rank	Serial Number	Contacted		Saw	
			By Radio	Last Sighted	Crash	Forced Landing
1. <u>HARDING, CHAS. J.</u>	<u>1st Lt</u>	<u>0-757191</u>	<u>X</u>			
2. _____						
3. _____						

12. IF PERSONNEL ARE BELIEVED TO HAVE SURVIVED, ANSWER YES TO ONE OF THE FOLLOWING STATEMENTS: (a) Parachutes were used ☒; (b) Persons were seen walking away from scene of crash; or (c) Any other reason (Specify) _____
13. ATTACH AERIAL PHOTOGRAPH, MAP, CHART, OR SKETCH, SHOWING APPROXIMATE LOCATION WHEN AIRCRAFT WAS LAST SEEN.
14. ATTACH EYEWITNESS DESCRIPTION OF CRASH, FORCED LANDING, OR OTHER CIRCUMSTANCES PERTAINING TO MISSING AIRCRAFT.

A/C #601 hit by flak over Dunkerque at 0853 hrs, alt 24,000. #4 engine caught on fire and then wing broke off near this engine and it went down out of control. 5-to-6 chutes reported seen

437A-2-2(24-7-43)

When re-mimeographing, make no changes.

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MISSING A/C REPORT

A/C No. 601 Squadron 349 Group 100 Date Missing 12 June 44
 Pilot Lt. J. F. RYAN (1) Ball T. Gunner 2/394 Lt. F. Healy 0
 Co-pilot Lt. J. H. Tobiezyk 0 TT Gunner T/394 M. F. FENNER 0
 Navigator Lt. H. J. Chapman 0 Tail Gunner 2/394 E. J. ANDERSON 0
 Bombardier Lt. C. J. McGINTY 0 EW Gunner 2/394 H. R. Whipple 0
 Radio Operator T/394 G. L. SHERBACH 0 LG Gunner 2/394 A. J. McFARLAND 0

Target ROSEBEE - EN - SANTERRE Observer

Position of A/C in Group: (Circle on diagram) →

			1		
		3	2		
	1		4		1
3	2	6	5	3	2
	4				4
6	5			6	5

Position of Group in Formation:

How many chutes were seen? High 6/12 in 13" R CW
 1- to 6 chutes

Was A/C lost to: Fighters; AA Fire; Aerial Bomb; Collision; Other:

Where did A/C sustain initial damage? Dunkerque

Where was A/C last seen? Dunkerque

How many previous raids made by crew? by names

Date of last P/W briefing? (Approx.) 6/5/44

Give a complete narrative citing all known facts not covered by the above questions, using reverse side if necessary. If weather was contributing factor, describe briefly.

A/C #601 hit by flak over Dunkerque
 at 0853 hours alt 24,000 ft. 4 engine
 caught on fire and then wing
 broke off near this engine and
 it went down out of control.
 1- to 6 chutes reported

S-2 30/15-8-43

SECRET

HEADQUARTERS EIGHTH AIR FORCE
AAF STATION 101
APO 634

INTOPS SUMMARY NO. 43

PERIOD: 0001 hours 12 June to 2400 hours 12 June 1944

A. STATISTICS

	Missions	Disp.	Sorties	Atkg.	Tonnage	Claims	<u>Losses</u>					Total
							E/A	A/A	N/E	OT		
Heavy Bomber Attacks	22	1442	1352	1277	3103	1-1-0A 0-0-0G	1	4	2	2	9	
Fighter Escort	5	208	197	0	0	0-0-0	-	-	-	-	0*	
Fighter Sweeps	21	553	515	0	0	20-0-8A 1-0-0G	-	-	-	-	7*	
Fighter-Bombing	6	290	276	276	77.5	5-0-2A 1-0-0G	-	-	-	-	13*	
Photo Recon.	29	29	29	0	0	0-0-0	0	0	0	0	0	
Weather Recon.	6	6	6	0	0	0-0-0	0	0	0	0	0	
Special Operations	6	6	6	0	0	0-0-0	0	0	0	0	0	
Totals	95	2534	2381	1553	3180.5	26-1-10A 2-0-0 G	1	4	2	2	29	

* Breakdown unavailable.

B. OPERATIONAL SUMMARY1. Bomber Attacks

1442 heavy bombers (769 B-17s and 673 B-24s) were dispatched against 16 A/Fs in northwestern France and six RR bridges in the Rennes and St. Nazaire areas. A total of 1277 bombers (691 B-17s and 586 B-24s) carried out the attacks dropping 3088 tons GP and 15 tons IB on 18 primaries and a number of T/Os. Of the total tonnage, 60 tons were comprised of delayed action bombs, fused for 3 to 72 hour delay.

Variable weather ranging from CAVU to 7/10 was encountered over France. Except in a few instances bombing was visual and results are generally good. Four of the assigned targets (2 A/Fs and 2 RR targets) were not attacked due to adverse weather conditions in their immediate vicinities. Attacks were carried out from 17,000 to 25,000 feet between 0835 and 0952 hours. Generally meager to moderate and accurate flak was encountered over the French A/Fs and intense accurate fire in the Caen area causing the loss of four bombers and inflicting battle damage on a considerable number of a/c. There was no enemy air opposition to the bombers other than an attack by 12 to 15 Me-109s on one B-24 formation in the Rennes area. Claims were made of 1-1-0 all in the air.

9 bombers were lost (6 B-24s and 3 B-17s); 1 to e/a, 4 to AA, 2 to unknown reasons and 2 B-24s, Category "E". 260 bombers suffered minor battle damage and 27 major battle damage.

SECRET

- 1 -

S E C R E T

2. Fighter Escort

Close escort for B-26s and A-20s of the Ninth Air Force attacking in the St. Valery and Rennes areas was provided by 152 P-51s and 45 P-38s (197 a/c) of VIII Fighter Command. Mission was completely uneventful with no claims or losses. Escort for B-17 and B-24 missions was provided by fighters operating under Type 16 Area Control. See below.

3. Fighter Sweeps And Area Patrol

515 a/c (80 P-47s, 201 P-51s and 234 P-38s) flew sorties as area patrols over the Channel, north and west of Paris and in the Rennes areas. Enemy air opposition was strong in the Evreux area (northwest of Paris) with 189 s/e e/a sighted in all. Seven fighters were lost (1 P-47, 4 P-51s and 2 P-38s). Total claims were 21-0-0, of which 20-0-0 were in the air. In addition two locomotives, two railroad cars, 65 trucks and four other vehicles were destroyed in strafing attacks and many of the same and other ground targets were damaged.

4. Fighter-Bombing

276 fighter-bombers (183 P-47s, 93 P-38s) were assigned to attack five railroad targets in the Tours and Paris areas. Fighters which were dispatched primarily to fly fighter sweeps in protection of attacking bombers also carried bombs and operated under the broad plan of cutting railroad lines to prevent movements of rail traffic toward the beach-head area wherever possible. Three of the assigned primaries were not hit but many M/Ys, railroad lines, bridges, and truck convoys were attacked with generally good results. Enemy opposition to these missions was less than that against the early morning area patrols and sweeps. 13 fighters (9 P-47s and 4 P-38s) were lost, for claims of 5-0-2 in the air and 1-0-0 on the ground.

Details of some of the targets attacked are as follows:

A railroad bridge at 2 VP-7366 (Tours area) received two hits on its southern end. Another bridge at 2 VP-6567 (Tours area) east of Amiens was hit with excellent results.

A highway bridge over a railroad at 4 VM-1614 was attacked by P-47s in the Rouen area with one direct hit seen on the railroad line and several direct hits on the road.

At 4 VM-7039 a railroad track and freight car were also damaged by the same group.

A M/Y in the Amiens area at 4 VM-2802 was bombed, damaging approximately 10 of the 25 cars observed.

S E C R E T

S E C R E T

M/Ys at Compiègne and Montdidier were also attacked. Juvisy M/Y (4 VS-6725 slightly east of Paris area), one of the assigned bombing targets, was attacked with excellent results. Two or three tracks at both choke points being cut.

Two more M/Ys, one southeast of Argentan and northwest of Sees were attacked with excellent results. 50 plus freight cars were seen in Argentan M/Y.

A M/Y at 4 VR-1768 (north of Chartres) and a railroad junction at 4 VQ-6599 (east of Chartres) were also bombed.

Besides targets mentioned above, claims were made of 3-0-4 for locomotives, 11-0-52 for railroad cars, 23-0-18 for trucks, 7-0-2 for other vehicles and numerous other ground installations. A total of 77.5 tons of bombs were dropped in these attacks.

5. Photo Reconnaissance

29 a/c were dispatched on photographic reconnaissance. All a/c complete successful missions obtaining photographs and damage assessments of over hundred localities. Five a/c flew missions over the Caen battle area. No losses.

6. Weather Reconnaissance

Two B-17s flew routine weather flights. One Mosquito flew weather flight of the invasion coast to 4800N-0000E to 5000N-0300W. Three Mosquitoes reported weather at Division targets. No losses.

7. Special Operations

Five B-17s dropped 20 "T" type leaflet bombs and 20 X H 14 Type leaflet bombs over France and Holland. All a/c returned safely.

One B-17 covered invasion area for combat camera unit.

C. INTELLIGENCE

1. Enemy Air Opposition

The G.A.F. operated in strength today for the first time since "D" day. Although bombers attacking airfields in northwestern France were unmolested, the enemy achieved several strong attacks against supporting fighters, attacking relatively isolated units with strong concentrations of e/a.

P-47s of the 353rd Group encountered 50 plus Me-109s flying in sections of nine a/c each, at approximately 0545 hours in the Evreux area. Enemy pilots were exceptionally experienced and aggressive, and in combat from 3,000 feet to the deck destroyed eight P-47s. Claims were made of 5-0-2.

Other sightings and combats of morning fighter missions are as follows:

The 359th Group (P-51s) met eight FW-190s over Paris between 0809 and 1040 hours and made claims of 1-0-0 in resulting combat.

S E C R E T

SECRET

The 352nd Group (P-51s) saw a B-24 formation being attacked in the vicinity of Sougeal (Rennes area) by 10 plus Me-109s at 1020 hours. Me-109s were bounced and chased to the deck for claims of 3-0-0. E/A were non-aggressive one enemy fighter was painted slate blue with British Roundel on wing.

The 361st Group saw 30 Me-109s on the deck in the vicinity of Le Mans but was unable to engage them.

In the afternoon, the 353rd and 56th Fighter Groups were dispatched to seek out enemy fighters in the same general area in which they had attacked the 353rd Group earlier in the day. Approximately 20 plus Me-109s, echeloned to the right in flights of nine a/c each, were encountered in the vicinity of Rambouillet (4 VR-6523) and 40 plus Me-109s, flying in flights of three in line astern southwest of Paris. Combats in the two areas resulted in claims of 9-0-3 for no loss. The 56th Group engaged 24 Me-109s at 1325 hours in the Evreux area making claims of 7-0-5. E/a were described as very aggressive.

It is believed that by 0610 hours elements of three Gruppen of s/e fighters and two Gruppen of fighter-bombers were airborne, and by 0650 hours elements of two further Gruppen of s/e fighters and of one Gruppen fighter-bombers had taken off. The last of these aircraft landed at approximately 0724 hours. Subsequent activity during the morning was on a much smaller scale.

Only one bomber formation suffered any opposition during the entire day's operation. A B-24 Group was attacked by 12 to 15 Me-109s in the Rennes area but e/a were unaggressive and no bombers were lost.

2. Flak

Four heavy bombers, 3 B-24s and 1 B-17 were lost to flak. Meager to moderate and what was described as very accurate flak was met over the French A/Fs causing considerable battle damage. Moderate to intense and accurate flak was met at Caen, moderate accurate flak at Brussels and Antwerp, and meager inaccurate fire at Dunkirk. Ten rockets were seen in the Lille and Cambrai areas. A total of 260 heavy bombers sustained minor battle damage and 27 suffered major battle damage.

3. Observations

Bomber Observations

6 s/e a/c parked on east end of E-W runway at Morlaix A/F.

A harbor with 35 large and small boats seen at 4840N-0151W at 0951 hrs.

20 s/e fighters seen on runway at St. Jacques A/F, four miles south of Rennes, at 0941 hours.

An A/F, not on map, at 4851N-0317W, with grass field and no activity observed.

A large number of small boats in harbor at Caen - E Cote, (4840N-0150W) at 0956 hrs.

Area 10 miles east of Dunkirk was flooded, all the way to Holland about 5 to 15 miles inland, all along the coast.

Military depot or storage depot seen at 5104N-0303E.

10 large e/a and numerous single engine e/a seen at Chievres A/F.

At least 100 s/e a/c seen on east side of A/F at 5051N-0249E. This field has been recently hit, but a/c are in dispersal area.

A/F at La Serrerie, two miles west of Conches, 3 a/c on ground, and this field may be dummy field.

SECRET

- 4 -

SECRET

10 t/e a/c observed in open field, but not an A/F, at 4855N-0100E, at 0833 hours.

Work being done on runway at Creton A/F at 4852N-0106E, at 0836 hours. Perhaps two rocket emplacements one quarter mile southwest of A/F at Conches.

What appeared to be an oil dump was seen in woods at 5057N-0257E at 0919 hours.

An A/F, not on map, at 5045N-0352E observed with two s/e a/c on runway. 200 military barracks and several large buildings with feeder from main railroad seen at 5057N-0258E.

5 single-engine a/c in dispersal area on A/F with recently repaired runways, at 5040N-0345E.

7 a/c seen on A/F at 5106N-0242E.

A large barracks area seen in woods with an adjacent road, which was congested with motor transport for a distance of five miles, at 0945 hours.

Apparently new A/F observed at 4853N-0007W at 0805 hours. Field covered with unidentified planes.

17 e/a near Chartres A/F at 0855 hours.

Ammunition dump at Illiers-L'Eveque on fire.

Bomb dump on fire ten miles southwest of Dreux.

Military camp appearing to be very large observed near 4800N-0215W, at 0934 hours.

At 4838N-0324W, a long runway running 30 degrees, seem to be camouflaged, seen at 0805 hours.

Aircraft sighted on preliminary track on an A/F (4900N-0110E), at 0845 hours.

A/F at 4913N-0030W seen with no activity.

Apparently new A/F seen at 4853N-0700W at 0805 hours, field covered with unidentified planes.

8 to 10 t/e a/c parked in field five miles east of Evreux seen at 0851 hours.

A large military concentration covering two acres seen at 51 degrees north - 0245E. May have been vehicles or huts.

An A/F at 5035N-0341E was observed with four large fliders in dispersal area near hangar on east side of field. No evidence of previous bombing.

A large balloon or dirigible, silver-colored, was seen three miles southeast of Tournai.

Many a/c on A/F at 5035N-0235E.

15 a/c seen at Coxyde A/F.

A number of single-engine a/c seen in wooded area near A/F (possibly Dieppe/St. Aubin) 4940N-0100E, at 0906 hours.

52 a/c seen on A/F at 4928N-0208E, (possibly Beauvais/Tille). They were not dispersed but lined up on straight rows on field.

80 to 100 a/c on field (possibly Rosieres/Em/Panterre, at 4949N-0242E.

12 s/e e/a observed on A/F (possibly Compiègne/Racecourse A/F), 4926N-0248E, at 0942 hours.

Large clay landing strip seen southwest of Rouen on south bank of Seine River, 4922N-0058E, strip had been bombed, but craters filled in and a strip smoothed.

At Chiebre A/F, one large e/a was observed on ramp, and several smaller a/c were parked on edge of field at 5035N-0350E, at 0850 hours.

Several a/c reported in dispersal area, 5000N-0327E, (possibly Courtrai/Wavelghem).

20 to 30 oil storage tanks observed at 4928N-0332E.

Large flooded area of land at Bruges at 0850 hours.

SECRET

SECRET

Five-gun flak battery seen at 4905N-0130E at 0910 hours.
A/F at 5000N-0330E seen with all parking spaces occupied by unidentified a/c (possibly Cambrai/Morgnies), at 0832 hours.

Flooded area 10 miles south of Ostend observed at 5105N-0255E.

A/F at 4920N-0045E, (possibly Beaumont LeRoger), observed with 12 large unidentified a/c.

Rouen - river filled with boats.

Construction looking like gun emplacements seen at 4915N-0121E, on north bank of Seine River, at 0905 hours.

Pillbox at 5107N-0242E, seen at 0753 hours.

A/F with no a/c on it (possibly Vitry-en-Artois) seen at 5025N-0255E at 0824 hours.

Military camp at 5046N-0218E north of St. Aubin seen at 0856 hours.

Fighter Observations

Railroad between 4 VM 4582 and 4 VM 7885, many sidings with small number of cars. The roads in area were not very active.

100 plus R.R. cars parked at large warehouses - cars yellowish color, at 4 VM 4166. (an R/T fix).

12 heavy guns at 4 VM 0505, at 2045 hours.

40 to 50 Me-109s were observed taking off from St. Andre de L'Eure A/F.
50 new Me-109s seen on an A/F believed to be Anet A/F at 0615 hours.

4. Damage to Enemy InstallationsCambrai/Epinois A/F - Fair Results.

Four concentrations of bombs covered most of the airdrome proper. All runways have been hit, and a southeast dispersal area and four aircraft shelters received direct hits. No a/c visible on field.

Vitry en Artois A/F - Fair to Good results.

Four concentrations of bombs cover the airfield; one concentration landing on the junction of all the runways. In the northeastern dispersal area six a/c shelters received direct hits. No a/c visible on the field.

Lille/Vandeville - Fair to Good Results

Four concentrations of bombs visible on field, few hits on the E-W runway in the northern dispersal area. Six a/c shelters received direct hits. No a/c visible on field at time of attack.

Lille/Nord - Fair to Good Results.

Six concentrations of bombs on A/F covering most of N-S runway. In the northeast dispersal area direct hits were made on one hangar and on two a/c shelters. The hangar and one shelter can be seen on fire late in the attack. A few bombs fell into an unidentified factory area approximately one mile southwest of the A/F. Fires can be seen burning in what appears to be oil storage. No a/c visible on field at time of attack.

SECRET

SECRETCambrai/Niergnies - Fair to Good Results.

Six concentration of bombs fell on the A/F in the northwest dispersal area. Direct hits were made on one hangar and one a/c shelter. A few hits can be seen on the northwest-southeast runway, cloud obscured in the southeast dispersal area; however, one concentration of bombs can be seen extending under the cloud and it is probable some hits may be made on a/c shelters in this area. No a/c visible on the field.

20/B/7 - Excellent results.

Two concentrations of bombs fell on the target with at least three direct hits; 30% of the bridge is totally destroyed. Railroad lines leading both to the southern and northern terminals received eight direct hits and there is also one hit on concrete road bridge 700 feet east of the target.

20/B/26 - Fair to Good Results. Primary Not Attacked.

Probable direct hits have been sustained by a highway bridge, a target of opportunity approximately three miles west of Chateauneuf. Primary target was obscured by smoke and target of opportunity was chosen.

Target of Opportunity - Fair Results.

A concentration of bombs fell on the railway line near the eastern edge of Sauloir, approximately ten miles east of Cambrai. At least six direct hits were made on the tracks.

Conches A/F - Good to Very Good Results.

Pattern of bombs covered central part of field with hits on NW-SE runway, in west dispersal area, on refueling point, and in ammunition dumps. The pattern of fragmentation bombs is fairly well centered over the barracks area. No a/c noted on field.

Beauvais/Nivillers A/F - Poor Results.

Two patterns each about one and a quarter miles from MPI. No a/c noted on field.

Beauvais/Tille A/F - Good to Very Good Results.

NW-SE runway and adjacent part of field are covered with high explosive bombs, which secured a large number of hits on runway. No a/c noted on field.

Montdidier A/F - Good to Very Good Results.

250 lb. H.E. bombs blanketed center of A/F causing a considerable number of hits on the runways. 100 lb. H.E. bombs blanketed central part of field west of runways. Fragmentation bombs hit NW and SW dispersals fairly well while part of 250 lb. G.P.'s covered most of a new dispersal area. No a/c noted on field.

SECRET

S E C R E TRoye/Amey A/F - Good Results

Two high explosive bombs from two groups blanketed the field to the north and west of the runways. No a/c noted on field.

St. Omer/Ferte Rouge A/F - Good Results

One pattern of 100 lb H.E.s covered NE dispersal area well and also RR line on north side of field for distance of about 3/4ths of mile. One small building observed burning in NE corner of field and later photographed. No a/c noted on field.

Dreux A/F - Good Results

A/F area was very well covered by bursts of 100 lb bombs and fragmentation bombs.

Illiers L'Eveque A/F - Fair Results

very well covered the entire area of the A/F. Adjacent railroad was also hit.

St. Andre de L'Eure A/F - Very Good Results

Blanket of small bombs. (100 G.P. and frag) fell on the west and south dispersal areas. A/F area very well covered.

Evreux-Fauville A/F - Very Good Results

Numerous hits of 100 lb. G.P. on north and east dispersal area. There are some frag. bombs on a large hangar along the road south of the landing grounds. Landing ground is well covered by small G.P.

Ploermel Railroad Bridge - Very Good Results

Target was well hit, bursts are seen around bridge. Bridge was probably hit.

Amiens/Clisy A/F - Fair Results.

Field covered by 9/10 cloud. Strikes by 250 lb. H.E. bombs observed in south dispersal area. Another group dropped 1500 yards south in an open field. Neither bombing can be observed because of heavy clouds. No a/c noted on field.

Merville M/Y - Poor Results.

Fragmentation bombs fell 1300 yards beyond the target area. No a/c noted on field.

Vitry-en-Artois A/F - Fair Results.

Part of pattern fell in north dispersal area probably damaging 5 or 6 shelters. No a/c noted on field.

S E C R E T

- 3 -

SECRETSt. Omer/Longuenesse A/F - Fair Results.

Bombs of one group fell just beyond the field with a small part dropping in the dispersal area. Bombs of two groups are unobserved and those of the fourth fell out of target area. No a/c noted on field.

5. Ground and Naval Operations - 12 June 1944Ground Situation

Satisfactory progress continues with improvements along the entire beach-head line with the exception of the Caen area where heavy fighting continues. Carentan was occupied by troops of the 1st U. S. Army on the morning of 12 June and is now firmly in our hands.

In the center section, the British armored forces continue to make satisfactory progress south of Tilly-sur-Seulles (T-8468).

The 17th SS Panzer Division has been identified in the area north of Caumont (T-7159) with reconnaissance elements probably towards Carentan.

4,053 prisoners had arrived in the U.K. up to mid-nitht 10 June, 1944.

It is reported that the Chief of the Gestapo in Brittany was murdered on the 7th of June.

Naval Situation

U-Boats - The Ushant area continues to be active, but once again no U-Boats have yet contacted the cross channel convoys in force. On the 11th of June a Catalina sank a U-Boat north of the Shetland Islands and 35 survivors were seen. Another attack was made by Coastal Command yesterday.

Unloading - The Naval Commander, Eastern Task Force, now reports that all the breakwaters designed to protect small craft against the weather have now been positioned off the beaches in the British sector and they are operating very successfully. One shelter is also in operation on Omaha Beach. Unloading is proceeding very well and large numbers of troops and great quantities of stores are going ashore. There was slight enemy air activity over the beaches last night but none against our shipping.

E-Boats - There was some activity 25 miles northwest of Le Havre during the night and Albacores and Wellingtons made effective counter attacks. Several attempts were made to attack the cross channel convoys from the east, but there were no losses and no claims.

Naval Bombardment - Two of H.M. cruisers conducted intensive bombardment of enemy positions at Tilly-sur-Seulles nearly 12 miles inland at extreme range. After the bombardment, enemy troops and tanks were seen to be moving rapidly to the southwards and Allied troops moved in.

SECRET

Form 100 Gp. (14 May 1944)

CONFIDENTIAL

FLAK REPORT

TO: AA Officer, A-2 Section, Hq. 3rd Bomb Division, APO 559

FROM: 100th Bomb Group
(Group)Capt. M. B. Arick
(Reporting Officer)TARGET: A Group Rosieres-En-Santerre A/P. DATE OF ATTACK: 12 June 1944

B Group _____

1. The 100 A Group flew as (high, ~~1000, 11000~~ of the 13B C.N.

The _____ B Group flew as (high, lead, low) of the _____ C.N.

Altitude of lead A/C A 24,200' B _____Altitude of High A/C A 24,500' B _____Altitude of Low A/C A 24,000' B _____

2. Actual route followed over enemy territory (giving names of towns if possible)

A Route: See attached map

B Route: _____

3. Visibility at target. (Condensation, trails, clouds, etc.)

CAVU4. No. of A/C over target A Group 11 B Group _____ Total _____5. A/C damaged by, and/or lost to flak: A Group 8 B Group _____Total 8

A/C No.	Group	Height	Classification	Brief Description (i.e. place lost, extent of damage, etc.)
#601	A	24,300'	lost	shot down over Dunkirk
#883	A	24,200'	lost	Hit by flak at Dunkirk, ditched in channel
#007	A	24,200'	seriously	Hole in right outboard wing panel hitting
#126	A	24,000'	seriously	tank. Also skin damage.
#598	A	24,000'	seriously	Hole in leading edge of right horizontal stabilizer, stabilizer change. Also few holes & skin damage.
#986	A	24,200'	seriously	Hole in sump of #1 engine. Also few holes & skin damage.
#834	A	24,200'	seriously	Few holes and skin damage.
#137	A	24,200'	slightly	Few holes and skin damage.
				Skin damage.

S-2 36/14/5/44

10. A description of flak on route and at target, including if possible, suggestions as to type of fire control employed. Include herein any phenomena or comments.
A few bursts of flak were seen near Houbaix. This was seen continuous pointed fire level but probably out of range rather than inaccurate. A bomb run was made on an area SW of Duntirk. On this run one flak battery (apparently) did some very accurate shooting using seen continuous pointed fire. This battery shot down ship #601; damaged 883 so that it ditched in the channel; seriously damaged 5 and slightly damaged 1 more; a total of 6 ships. As one battery was firing the damage is due to their accuracy only. The flak was of messenger intensity but very accurate.
9. Short description of evasive action in target area.
Change of course and altitude plus some evasive "S" Ing.
a. A Group
b. B Group
c. C Group
d. Turn after bombing (course away from target)
e. A Group
f. B Group
g. Turn after bombing (course away from target)
h. A Group
i. B Group
j. How long did you remain flying straight and level before bombing?
30 seconds
k. Rate of bomb run. (From Lead A/C) A Group
B Group

CONFIDENTIAL
310°

files

HEADQUARTERS
100TH BOMBARDMENT GROUP (H)
Office of the Intelligence Officer

D-1-2

APD 559
12 June 1944.

SUBJECT: Sortie Information, Operational (Tactical) Mission # 196

TO : S-1, 100th Bomb Group (H), APO 559

1. The following pilots and their crews flew Operational (Tactical) Mission # 196, 12 June 1944:

PILOT	TARGET BOMBED	COORDINATES TURNED BACK	E/A OBSERVED
Lt. F. J. Herres)	No	Target	No
Capt. F. H. Mason)	"	"	"
Lt. C. S. Harding	"	"	"
Lt. W. F. Terminello	"	"	"
Lt. J. B. Noble	"	"	"
Lt. J. E. David	"	"	"
Lt. R. J. Schomp	"	"	"
Lt. K. J. Dille	"	"	"
Lt. H. W. Dickert	"	"	"
F/C A. D. Elbel	"	"	"
Lt. C. C. Gustafson	"	5152N - 0300W	"
Lt. E. Zapf	"	5130N - 0140E	"
Lt. E. P. McKeague	Lost to flak over Dunkerque	"	"
Lt. J. F. Ryan	" " " " "	"	"

MARTIN S. BORMAN
Capt., Air Corps
Intelligence Officer.

HEADQUARTERS
ONE HUNDREDTH BOMBARDMENT GROUP (H), AAF
Office of the Station Engineering Officer
APO 859

12 June 1944

SUBJECT: Battle Damage Report for Mission 12 June 1944

TO : Commanding Officer, 100th Bombardment Group (H), AAF.

AIRCRAFT #107007

24,200

1. Hole in left side of Fuselage. (skin)
2. Hole in right side of fuselage under nose gun. (skin)
3. Push rod housing hit on #2 cylinder, #2 engine.
4. 2 hole in left outer wing panel. (skin)
5. Hole in left horizontal stabilizer. (skin)
6. Hole in right outboard wing panel hitting tokio tank.
7. Squadron and sub-depot repair. All damage Flak.

AIRCRAFT #97126

24,000

1. Hole in leading edge of right outer wing panel hitting spar.
2. Hole in right wing flap. (skin)
3. Hole in top of right inner wing panel cutting tokio valve line.
4. 2 holes in right side of radio compartment. (skin)
5. Hole in left side of Navigator's compartment cutting stringer.
6. Hole in left side of fuselage above ball turret. (skin)
7. Hole in vertical fin. (skin)
8. Hole in leading edge of right horizontal stabilizer. (stabilizer change)
9. Squadron and Sub-Depot. All damage by Flak.

AIRCRAFT #102598

24,000

1. Hole in right outer wing panel, hitting #4 tokio tank.
2. Hole in right wing tip. (skin)
3. Exhaust stack #3 engine hit.
4. Hole at #3 oil cooler. (skin)
5. Hole in sump of #1 engine.
6. Hole in fuselage at the rear of chin turret. (skin)
7. Squadron and Sub-Depot.

AIRCRAFT #51986

24,200

1. Hole in leading edge of left inner wing panel hitting spar.
2. Hole in #2 nacelle hitting oil tank.
3. 2 Holes in right outer wing panel. (skin and corrugation)
4. Squadron and Sub-Depot.

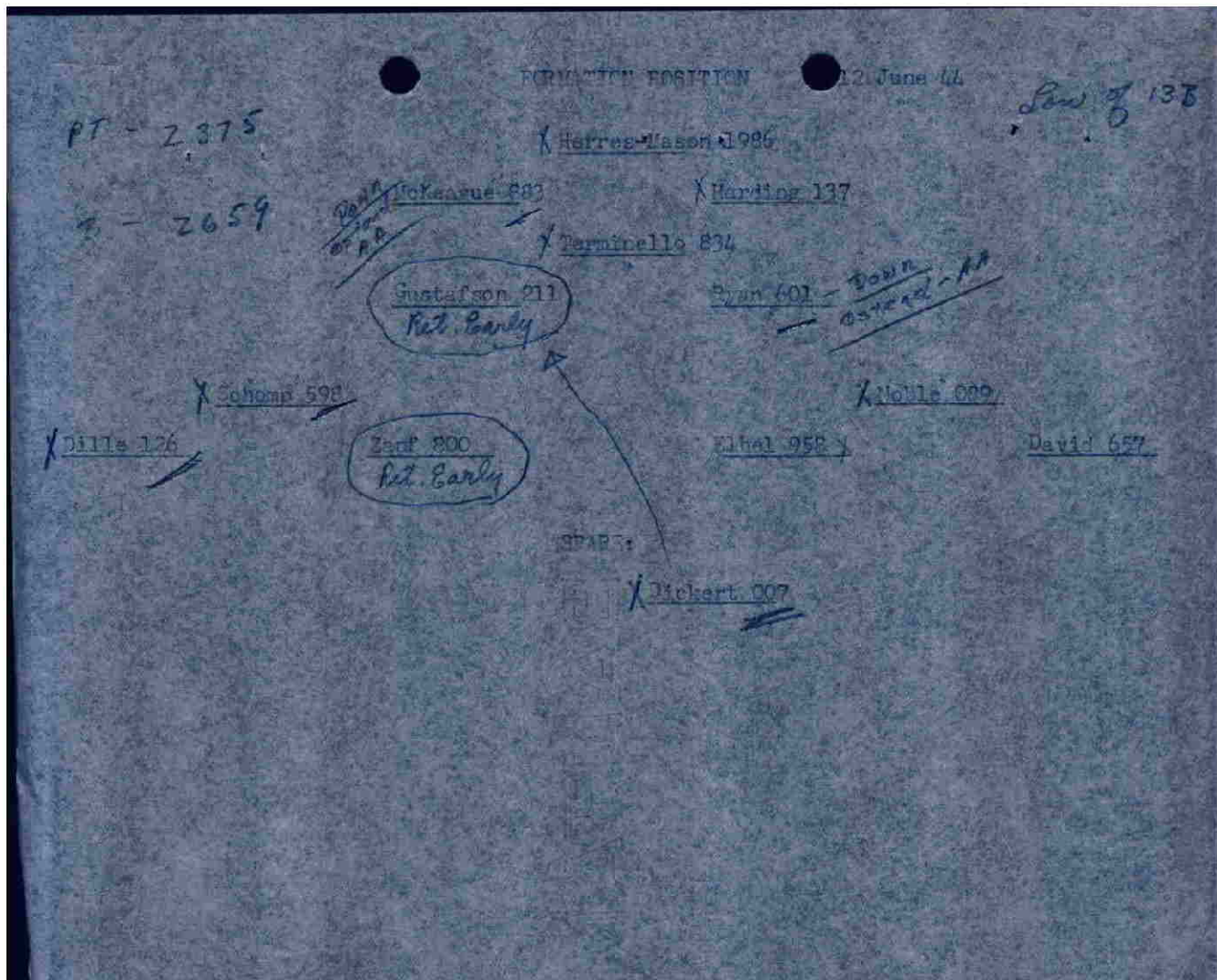
AIRCRAFT #97834

- 24, 200
1. Holes in left side of fuselage, opposite main escape Hatch, cutting stringers and going up through spar on left stabilizer cutting rudder trim tab cable.
 2. Holes in left inner wing panel. (skin)
 3. Hole in left life raft door. (skin)
 4. Holes in right and left elevators. (skin)
 5. Hole in left landing light plexi-glass.
 6. Squadron and Sub-Depot. All damage by Flak.

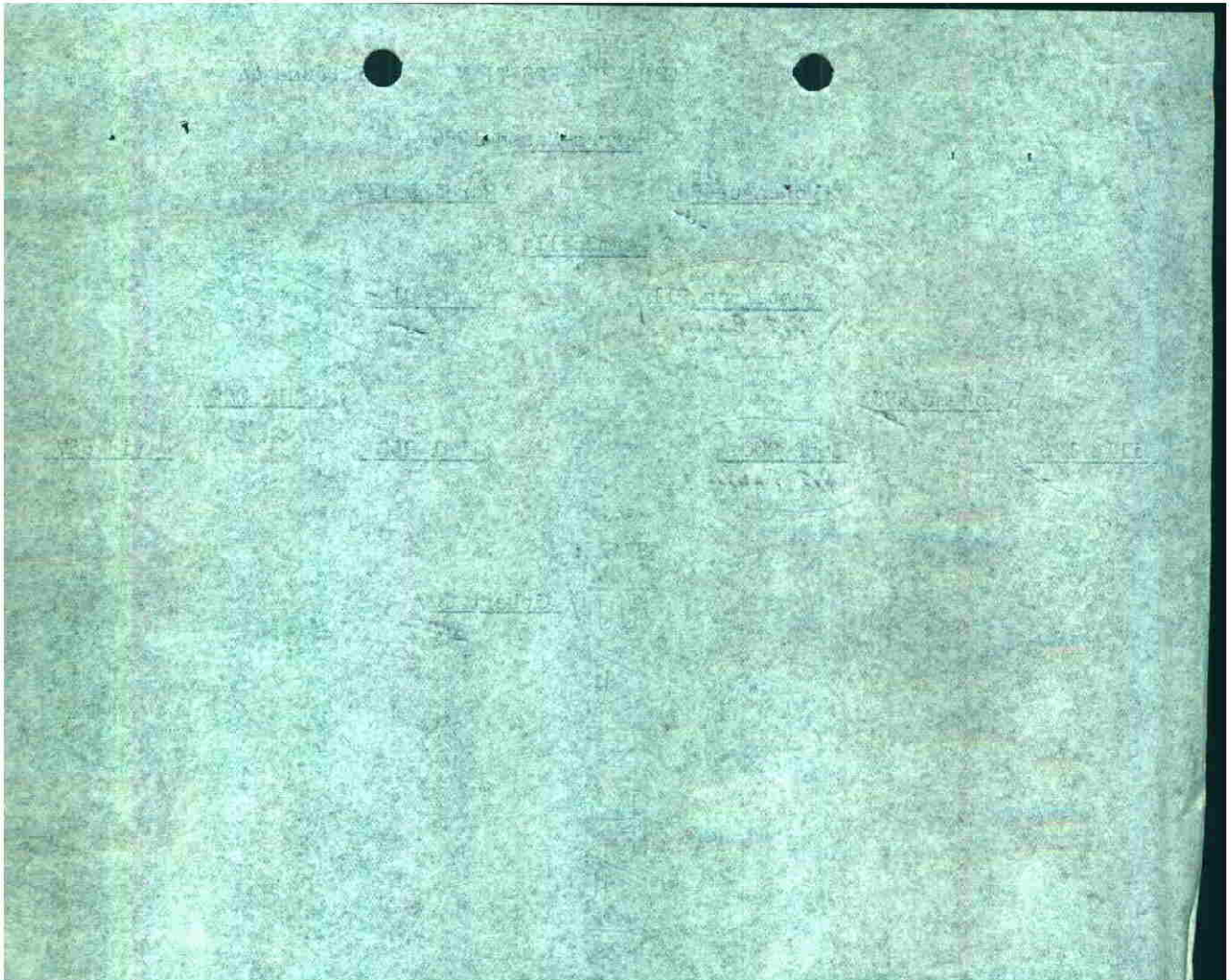
AIRCRAFT #102137

- 24, 200
1. Hole in #4 ring cowling. (skin)
 2. Hole in #2 ring cowling. (skin)
 3. 2 holes in right outer wing panel. (skin)
 4. Hole in left outer wing panel. (possible tank change)
 5. Squadron repair. All damage by Flak.

EUGENE ROVERNO,
Major, Air Corps,
Engineering Officer.



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FORMATION POSITION

12 June 44

Herres-Mason 1986

McKeague 883

Harding 137

Terminello 834

Gustafson 211

Ryan 601

Schomp 598

Noble 089

Dille 126

Zapf 800

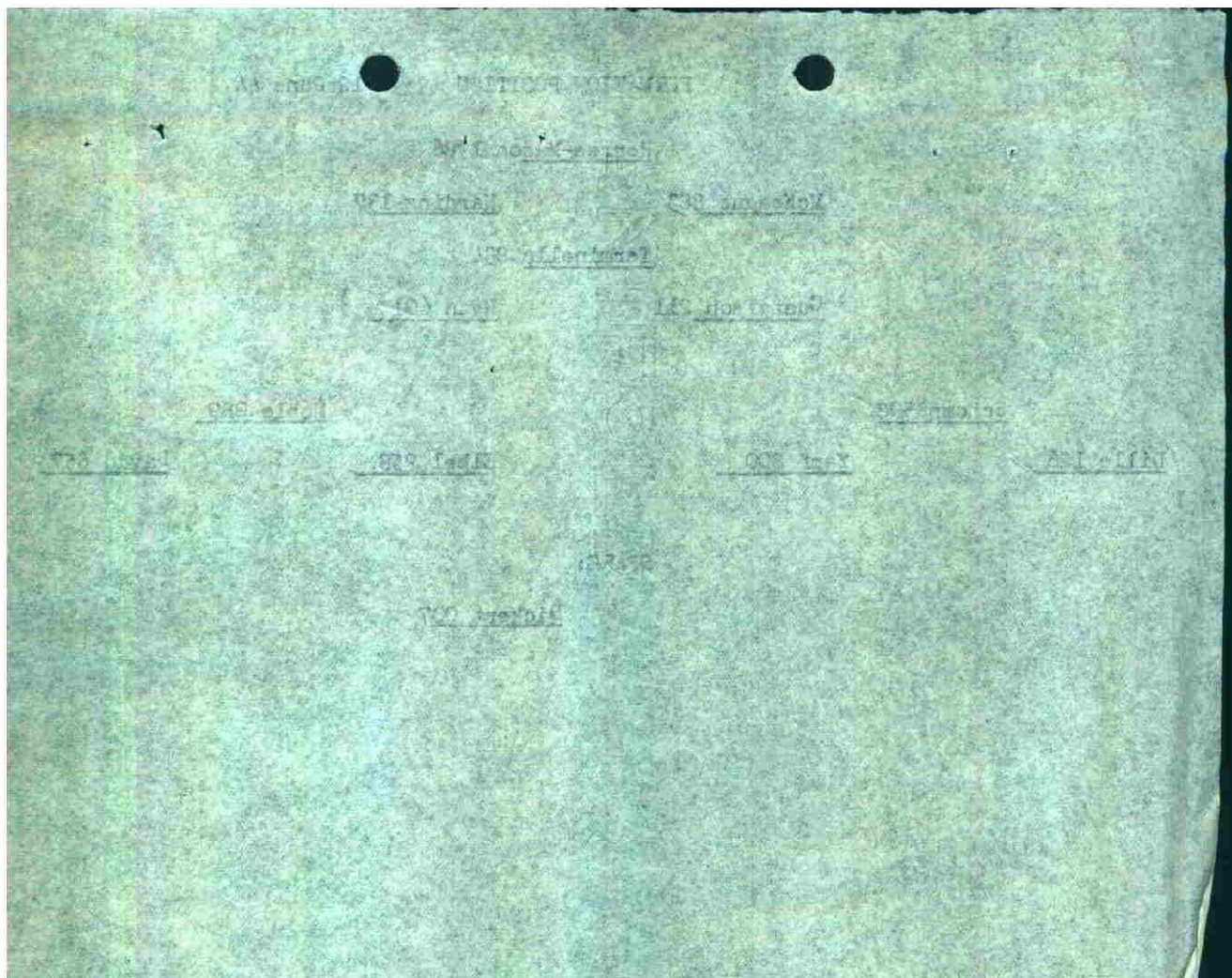
Elbel 958

David 657

SPARE:

Dickert 007

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A/C RETURNING EARLY

A/C Number 277 A/C Letter _____
 Squadron 349 Pilot Pl. C.C. Gustafson
 Time landed at base 0720
 Point or coordinates of point at which A/C turned back:
5152 - 0300 W
 Time turned back 0635
 Altitude at time turned back 20,000'
 Reason for abortion Blew #3 cylinder on #3 eng.
 Disposition of bombs Brought Back.
 Brought back or jettisoned
 Name of Interrogating Officer TEB

A/C RETURNING EARLY

A/C Number 800 A/C Letter _____
 Squadron 357 Pilot Pl. E. Geph
 Time landed at base 0810
 Point or coordinates of point at which A/C turned back:
5130 - 0140 E
 Time turned back 0730
 Altitude at time turned back 27,500'
 Reason for abortion #3 supercharger inoperative
 Disposition of bombs Brought Back
 Brought back or jettisoned
 Name of Interrogating Officer TEB

S-2 11/7-3-43

Form 100 Gp. (14 Mar 1944)

CONFIDENTIAL

FLAK REPORT

TO: AA Officer, A-2 Section, Hq. 3rd Bomb Division, APO 559

FROM: 100th Bomb Group Capt. M. B. Arick
(Group) (Reporting Officer)TARGET: A Group Bosnia - En - Santone AF-DATE OF ATTACK: 12 June 1944
B Group _____1. The 100 A Group flew as (high, lead, low) of the 13B C.W.

The _____ B Group flew as (high, lead, low) of the _____ C.W.

Altitude of lead A/C A 24200 B _____Altitude of High A/C A 24500 B _____Altitude of Low A/C A 24200 B _____

2. Actual route followed over enemy territory (giving names of towns if possible)

A Route:

B Route:

see map.

3. Visibility at target. (Condensation, trails, clouds, etc.)

CAVU

4. No. of A/C over target A Group _____ B Group _____ Total _____

5. A/C damaged by, and/or lost to flak: A Group 8 B Group _____Total 8

A/C No.	Group	Height	Classification	Brief Description (i.e. place lost, extent of damage, etc.)
601	A	24300	Lost	shot down over Dunkirk
883	A	24200	Lost	hit by flak at " . Ditched in channel.

S-2 36/14/5/44

CONFIDENTIAL

6. Time of bomb run. (From lead A/C) A Group, 310° B Group

7. How do - did formation fly straight and level before bombing?

a. A Group # 30 sec

b. B Group

8. Turn after bombing. (Course away from target)

a. A Group ~~turn~~ left to 260°

b. B Group ~~300~~

9. Short description of evasive action in target area.

a. A Group Change of course and altitude plan some

b. B Group inactive "5" msg.

10. A description of flak en route and at target, including if possible, suggestions as to type of fire control employed. Include herein any phenomena or comments.

a. A Group a few bursts of flak were seen near

b. B Group

Remark. This was seen continuously pointed fire

line, but probably out of range rather than

missile.

a. A Group 5.10.9

A burst was seen made in, North. In this

area one flak battery (apparently) did some

Very accurate shooting being seen continuous

pointed fire, and this battery shot down ship

#601, and damaged 883 so that it ditched in

the channel; ~~and~~ seriously damaged 5, and

slightly damaged 1, more, a total of

8 ships. As only 1 battery was firing the

damage is due to their accuracy rather

STATISTICAL PLAK FORM
For Lead Shine Only

TARGET

DATE OF ATTACK

11 June 44

PILOT'S NAME:

C.S. Harding

NAVIGATOR

T. P. Hunt

A/C NO. 137

1. The 100th A Group flew (high-lead-low) of the 13th() C.W. in 3rd B.D. Formation.
The 100th B Group flew (high-lead-low) " " " (B) " " " " "

- Altitude over Target -

A Group

B Group

Lead	A/C
Highest	"
Lowest	"

- ### 3. True Heading on Bomb Run

- #### 4. Ground Speed on Bomb Run

5. Flew Straight and Level before Bombing _____ sec. _____ sec.

- ## 6. Time Bombs Away

- ### 7. Turn from Target after Bombing

- ### 8. True Course Away from Target

9. Brief Description of Evasive Action in Target Area:

- ### C. Visibility at Target:

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

[illegible]

3-2 50-E/2/44

INTERROGATING OFFICER

STATISTICAL FLAK FORM
For Lead Ships Only

TARGET None (Rosiere) DATE OF ATTACK 12 JAN 44

PILOT'S NAME JB Noble NAVIGATOR R. W. Barry A/C NO. _____

1. The 100th A Group flew (high-lead-low) of the 13th (B) C.W. in 3rd B.D. Formation
The 100th B Group flew (high-lead-low) " " " " " " " " " " " "

2. Altitude over Target --

		A Group
Lead	A/C	
Highest	"	
Lowest	"	

B Group

3. True Heading on Bomb Run.

4. Ground Speed on Bomb Run

5. Flew Straight and Level before Bombing _____ sec. _____ sec.

6. Time Bombs Away

7. Turn from Target after Bombing

8. True Course Away from Target

9. Brief Description of Evasive Action in Target Area:

O. Visibility at Target:

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

[illegible]

3-2 50-E/2/44

INTERROGATING OFFICER

PILOT'S NAME:

NAVIGATOR

DATE OF ATTACK

A/C NO. 834

2. Altitude over Target -

A Group

B Group

Lead	A/C
Highest	"
Lowest	"

4. True Heading on Bomb Run

4. Ground Speed on Bomb Run

5. Flew Straight and Level before Bombing sec. sec.

6. Time Bombs Away

7. Turn from Target after Bombing

8. True Course Away from Target

9. Brief Description of Evasive Action in Target Area:

O. Visibility at Target: 10/10 unscat

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

[illegible]

3-2 50-ε/2/44

INTERROGATING OFFICER:

STATISTICAL FLAK FORM
For Lead Ships Only

TARGET No Bombs Away DATE OF ATTACK JUNE 12, 1944

PILOT'S NAME F. J. Hervas NAVIGATOR A. F. Ringhofer A/C NO. 1986

1. The 100th A Group flew (high-lead-low) of the 13th(B) C. in 3rd B.D. Formation
The 100th B Group flew (high-lead-low) " " " () " " " " "

2. Altitude over Target -

	A Group	B Group
Lead A/C	<u>24000</u>	
Highest "	<u>24500</u>	
Lowest "	<u>23500</u>	

3. True Heading on Bomb Run

4. Ground Speed on Bomb Run

5. Flew Straight and Level before Bombing _____ sec. _____ sec.

6. Time Bombs Away

None

7. Turn from Target after Bombing

8. True Course Away from Target

9. Brief Description of Evasive Action in Target Area: _____

0. Visibility at Target: Good with exception of broken clouds

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

TIME	COORDINATES	TRUE HEADING	GROUND SPEED	REMARKS
0742	5209 N 0344 E	160	270	
0750	5053 N 0327 E	128	190	
0800	5025 N 0354 E	200	130	
0807	4956 N 0326 E	230	104	
0815	5010 N 0315 E	310	120	Did not find target.
0846	5050 N 0210 E	340	126	
0855	5107 N 0221 E	020	230	
0913	5050 N 0040 E	250	102	

3-2 50-C/2/44

INTERROGATING OFFICER _____

A/C No. 598 Sqdn. 351 Pilot's name R. J. Schomp Date 12 June

(a) Where did bombs hit? DUNKERQUE AIR DRONE, Shore, +
SOME BOMBS WENT IN THE CHANNEL

Bombs dropped on target. No. 3 Size 10 Type GP Fusing Nose

Time	Place and/or Position	Observation	Altitude of observing A/C

Notes

— 1 —

C O N F I D E N T I A L

CONFIDENTIAL

E/A OPPOSITION

Time	Place and/or Position	Number and Types E/A	Unusual Tactics or Weapons	Did they Attack?
------	--------------------------	-------------------------	----------------------------	---------------------

None

CLAIMS.

No. Destroyed _____

No. Damaged _____

Did FLAK interfere with the Mission? If so, where, type, intensity, accuracy.

YES! BACK, Heavy, VERY ACCURATE

Did WEATHER affect the Mission? How? Could not Bomb PRIMARY
OR SECONDARY consequently Bomb DUNKERQUE
+ hit heavily by FLAK

BATTLE DAMAGE.

Did your ship receive - Minor _____

(check one)

Major ☒ _____

Salvage _____

P. D. Culwell.
Navigator.

CONFIDENTIAL

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Information sheet on Mission Against Tactical Target.
(Navigator to fill out from information given him by crew.)

A/C No. 089 Sqn. 350 Pilot's name L. NOBLE Date 12/6/44

BOMBING Results.

(a) Where did bombs hit?

did not drop.

(b) What damage, if any, was seen on target?

Bombs dropped on target. No. 38 Size 100 type G.P. Fusin. _____
Nose _____ Tail _____

OBSERVATIONS of Enemy Activity.

Time	Place and/or Position	Observation	Altitude of observing A/C
5206N-0214E		<p>1-B-17 100 BG - #4 engine burst into flame - hit at 5002. - 0217E burst into flame - then flame went out for 2 or 3 minutes. Then it exploded. Right wing broke off near #3 & #4 engines - no chutes.</p> <p>1 chute from B17 seen ditching N of Calais approx. 23 or 24 miles.</p>	

S-2 58/30/5/44

-1-

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E/A OPPOSITION

Time	Place and/or Position	Number and Types E/A	Unusual Tactics or Weapons	Did they attack?
<i>None.</i>				

CLAIMS.

No. Destroyed _____

No. Damaged _____

Did FLAK interfere with the mission? If so, where, type, intensity, accuracy.

*Poubaix - Meagre - Level - accurate - 2 or 3 burst.**Dunkerque - Heavy - Level - 11 o'clock.*

Did WEATHER affect the mission? How?

*Route out 6/10 - Stratocatalmulus
Over Channel 4/10.*BATTLE DAMAGE.

Did your ship receive - Minor _____

None.

(check one)

Major _____

Salvage _____

L. W. Shuts
Navigator.

CONFIDENTIAL

CONFIDENTIAL

E/A OPPOSITION

Time	Place and/or Position	Number and Types E/A	Unusual Tactics or Weapons	Did they Attack?
<i>None</i>				

CLAIMS.

No. Destroyed _____

No. Damaged _____

Did FLAK interfere with the Mission? If so, where, type, intensity, accuracy.

*0855 - at 24,500' - Dunkirk - to left - 3240/kad.
level - tracking - moderate*

Did WEATHER affect the Mission? How?

4/10 obs coverage over I.P., Visibility unrestricted

BATTLE DAMAGE.Did your ship receive - Minor ☒

(check one)

Major _____

Salvage _____

Hunt.
Navigator.

CONFIDENTIAL

2, lead sqdn -

CONFIDENTIAL

Lwl

Hunt - NAV

Information sheet on Mission Against Tactical Target.
 (Navigator to fill out from information given him by crew.)

A/C No. 437 Sqdn. 349 Pilot's name HARDING Date June 12

BOMBING Results.

(a) Where did bombs hit?

Did not drop.

(b) What damage, if any, was seen on target?

Bombs dropped on target. No. _____ Size _____ Type _____ Fusing _____
 Nose _____ Tail _____

OBSERVATIONS of Enemy Activity.

Time	Place and/or Position	Observation	Altitude of observing A/C
------	-----------------------	-------------	---------------------------

Ship #601, at 0855 - #4 engine turned back to way and turned wing off - hit by flak presumably - trying to stay with formation - gunners shot down 5-6 paravellers - Had time to bail out if they did. Nothing more known of ship -

Ship (McKeague) at 0855 - Had engine feathered should have made it - tried to stay with formation then cut out & headed straight in to English coast - gunners think some one hit - (navigator does not know why this statement)

S-2 58/30/5/44

-1-

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E/A OPPOSITION

Time	Place and/or Position	Number and Types E/A	Unusual Tactics or Weapons	Did they Attack?
------	-----------------------	----------------------	----------------------------	------------------

*none*CLAIMS.

No. Destroyed _____

No. Damaged _____

Did FLAK interfere with the Mission? If so, where, type, intensity, accuracy.*Yes. 3 guns Dunkerque. accurate
Lost one ship*Did WEATHER affect the Mission? How?*yes 5/10 undercast over target.*BATTLE DAMAGE.

Did your ship receive - Minor _____

(check one)

Major _____

Salvage _____

Sheldon H. Hesterberg
Navigator.

CONFIDENTIAL

CONFIDENTIAL

Lwd

Information sheet on Mission Against Tactical Target.
(Navigator to fill out from information given him by crew.)

A/C No. 657 Sqn. 350 Pilot's name David Date June 12, 1944

BOMBING Results.

(a) Where did bombs hit?

not dropped.

(b) What damage, if any, was seen on target?

none

Bombs dropped on target. No. Size Type Fusing
Nose Tail

OBSERVATIONS of Enemy Activity.

Time	Place and/or Position	Observation	Altitude of observing A/C
0153	Dunkirk	Flak in series of 3 rd bursts lost one plane ground batteries shot at those who bailed out & one chute caught fire. 3 chutes were seen to leave plane.	24,500 ft

S-2 56/30/5/44

-1-

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E/A OPPOSITION

Time	Place and/or Position	Number and Types E/A	Unusual Tactics or Weapons	Did they Attack?
------	--------------------------	-------------------------	----------------------------	---------------------

CLAIMS.

No. Destroyed _____

No. Damaged _____

Did FLAK interfere with the Mission? If so, where, type, intensity, accuracy.*Yes -**Lost 2 aircraft**Very accurate, not great intensity.**Strong flak*Did WEATHER affect the Mission? How?*Hard to pick up target area*BATTLE DAMAGE.Did your ship receive - Minor ☒

(check one)

Major _____

Salvage _____

A. F. Rungtner
Navigator.

CONFIDENTIAL

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Information sheet on Mission Against Tactical Target.
(Navigator to fill out from information given him by crew.)

A/C No. 1986 Sqn. 349 Pilot's name F. J. Herves Date June 12 - 44

BOMBING Results.

(a) Where did bombs hit?

None

(b) What damage, if any, was seen on target?

Bombs dropped on target. No. Size Type Fusing
Nose Tail

OBSERVATIONS of Enemy Activity.

Time	Place and/or Position	Observation	Altitude of observing A/C
		<i>None</i>	

S-2 58/30/5/44

-1-

CONFIDENTIAL

PHOTO AND BOB 3 DROPPING REPORT
(for Interrogator's use)

PILOT NOBLE A/C NO. 6089

TARGET Bastone (444-0246E) DATE 12-6-44

BOB LOAD 12-500 lbs

EXACT TIME BOMBS WERE RELEASED _____

A/C TRACK AT MOMENT BOMBS WERE RELEASED _____ TRUE AIR SPEED _____

ALTITUDE AT TIME BOMBS WERE RELEASED _____

POSITION PHOTOGRAPHED IF OTHER THAN TARGET _____

CHECK DIFF. REF. X "POSITION IN FORMATION

(Signature of Interrogator)

<u>DATE ENTERED</u>				<u>DATE DEPARTED</u>			
This is to certify that							
LAST NAME				FIRST			
MIDDLE				SERIAL NO.			
RANK							
has completed the following:							
SUBJECT				HOURS			
ARMAMENT.							
COMMUNICATIONS.							
ENGINEERING.							
MEDICAL.							
INTELLIGENCE.							
NAVIGATION.							
METEOROLOGY.							
THEORY OF BOMB.							
GUNNERY RANGE.							
BOMB TIME.							
TURRET & SIGHT.							
LINK TIME.							
LOW PRESSURE CHAMBER.							
SKEET RANGE.							
C. N. T.							

HEADQUARTERS
THREE NINETY FIFTH BOMBARDMENT GROUP (H)
Office of the Group Schools Officer
Army Air Base, Ephrata, Washington

CERTIFICATE OF GROUND SCHOOL TRAINING

11 O STEWART -

DATE OF ATTACK

Aug: 12, 1944

PILOT'S NAME:

Dillon, K. J.

NAVIGATOR

Cooper J. W.

A/C NC.

#126

1. The 100th A Group flew (high-lead-low) of the 13th() G.M. in 3rd B.D. Formation
The 100th B Group flew (high-lead-low) " " " () " " " " "

2. Altitude over Target -

Lead	A/C
Highest	"
Lowest	"

A Group

B Group

24.200

- ### 3. True Heading on Bomb Run

310°

- ### 4. Ground Speed on Bomb Run

18575

5. Flew Straight and level before Bombing

50

sec.

526

- ## 6. Time Bombs Away

0855

- .. Turn from Target after Bombing

1757

- ### 8. True Course Away from Target

267

9. Brief Description of Evasive Action in Target Area:

- C. Visibility at Target:

- UNRESTICTED)

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

[illegible]

7-2 50-8/2/44

INTERROGATING OFFICER

DATE OF ATTACK 12-June-1944

A/C NO. 598

- ### B Group

2

165

30

sec.

sec.

0859

Time

340

0. Visibility at Target: Unrestricted

1. ACTUAL ROUTE FLOWN OVER ENEMY TERRITORY: Must be exact and give check points.

3-C 50-E/2/44

INTERROGATING OFFICER

IMMEDIATE ACTIONA. Bombing Results:Target 2 3751. Visual/Photographic:*No bombing - suspect. A/c appears to have jet. just so.
of Dunkerque.*

Target _____

2. Visual/Photographic:3. Time and Alt. at Bombs AwayTime None

Altitude _____

B. OBSERVATIONS: *None*1. Military movements:

a. Motorized units, type, direction, speed, etc.

b. Ground troops, size, place direction.

2. Enemy aircraft activities, place, type, how dispersed.3. Enemy Naval Activities.4. Other Observations:

IMMEDIATE
PRIORITY

"HOT NEWS" REPORT

196
AIRCRAFT

FRIENDLY A/C DOWN OR IN DISTRESS AT SEA, DINGHIES, LIFERAFTS OR PERSONS - A/C
DOWN OVER ENEMY TERRITORY

OTHER INFORMATION

A/C Number - #883 (

Where Seen (co-ordinates) - 5104-0170E "DR"

Time seen - 0905 hrs.

Height - 14,000'

Heading - 270°

Condition - Rt. wing on fire (small) - only 3 eng. #4 eng.

Parachutes - 1 chute

Dinghy - } None

Life Raft -

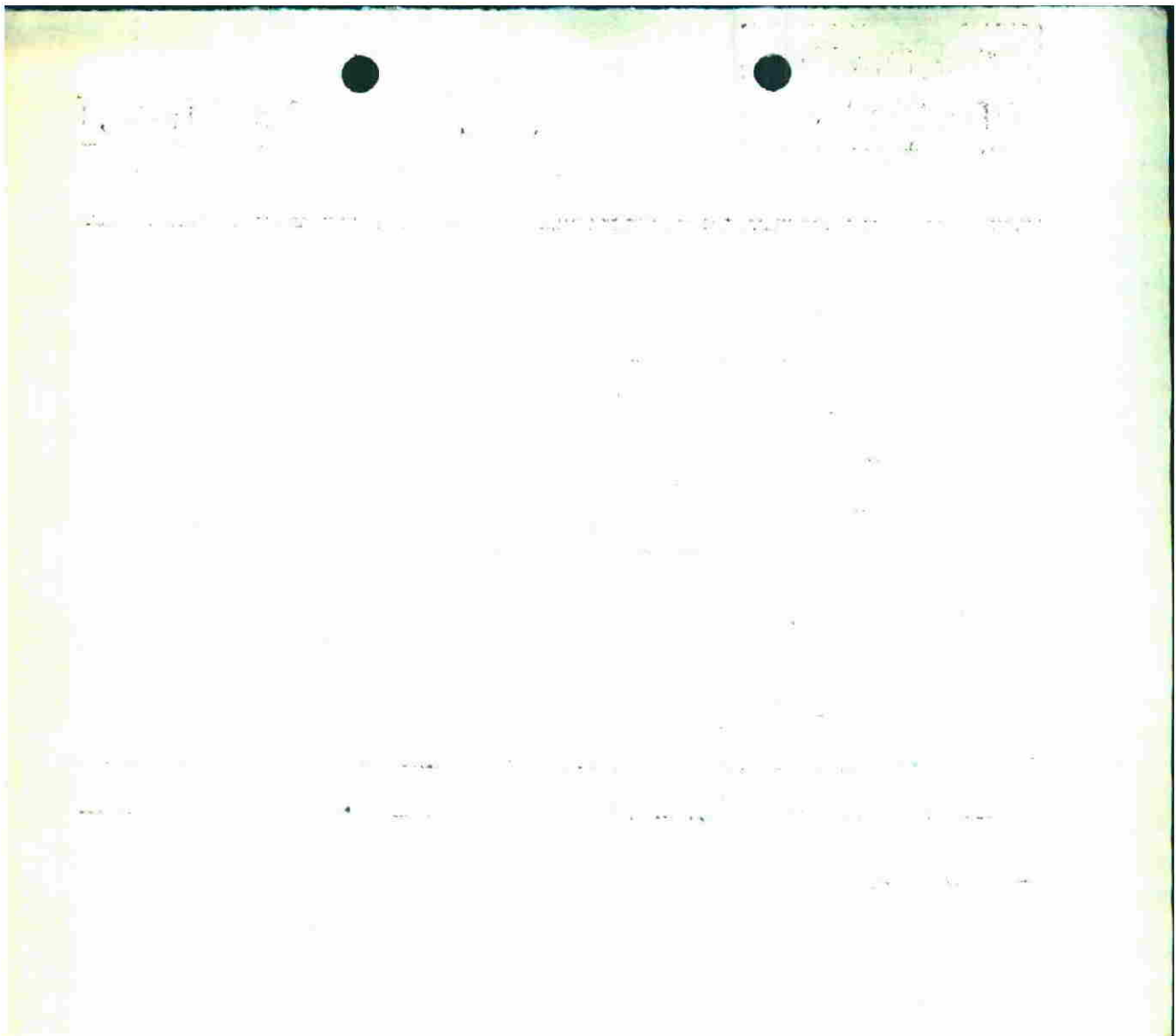
Observing A/C # 598 Group # 100th Height 19,000' Interrogator FEB

Date 129000 Time Rec'd 1046 Phoned Wing 130 Hrs. Who phoned FEB m2B 1050

S-2 25/30-7-43

WT or RT - 95th reported.

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FORMATION POSITION

COMBAT MISSION OF

LEAD SQDN

KID MEAT

HERRES-MASON 1984M

McKEAGUE 833V HARDING 1370)

TERMINELL 834J

GUSTAFSON 244N RYAN 601F

LOW SQDN
MASKING

SCHOLND 698F

Dille 126D ZAPP 800A

HIGH SQDN
PODBAH

Noble 089B

ELBO 958Z DAVID 657Y

COMPOSITE GROUP

AIR SPARES
MASKING

DICKERT 007B

GROUND SPARES
708 R MASKING
049 U PODBAH

(F) - B-17F
(G) - B-17G
R/E - Returned Early

TAXI _____ TAKE OFF _____ RUNWAY _____

ASSEMBLY ALTITUDE _____

GROUPS FLARES R/T CALLS Approach first control point fr

_____ Gp HIGH _____

_____ Gp LEAD _____

_____ Gp LOW _____

CONTROL POINTS	TIME	ALTITUDE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

REFERENCE ALTITUDE _____

CLIMB: _____ PER MINUTE _____ MPH

ZERO HOUR _____

ROUTE BACK: DESCENT _____

ETA ENGLISH COAST _____ ETA BASE _____

Last departure time from base to make last control point _____

AUTHORIZED ADMISSION

LT. ABBEY
CAPT. BOWMAN

LT. COL. BENNETT

SGT. CALLAHAN

CAPT. CROSBY

CAPT. CLOUTER

MAJOR EMERSON

MAJOR FITZGERALD *MIA*

CAPT. FRYE

MAJOR FULLER

CAPT. GUMMERSALL *GONE*

CAPT. HARDY

CAPT. HARRISON

LT. HOWARD

CAPT. IANNAcone

LT. COL. JEFFREY

LT. CO. KIDD

CAPT. KINDER

CAPT. LASH

CAPT. MASON

CAPT. MC CARTHY

CAPT. MC GILL

LT. MILBURN

LT. ORENSTEIN

LT. PIKE

MAJOR REEDER

CAPT. ROSENTHAL

CAPT. STOVER

LT. COL. TURNER

MAJOR WALLICH

M/SGT. WILLIAMS

SA/SGT. SPENCE

CAPT. SWARTOUT *GONE*

CAPT. VENTRIS

CAPT. YOUNGS

CAPT. ZELLER

S-2 DUTY OFFICER LT. WRIGHT

CAPT. BOWMAN

SGT. CLARK

SGT. FLANG

SGT. CHARLTON

CHECK SHEET
Duty Officer12-6-49
(Date)

(Check each of following as handled)

BRIEFING INFORMATION

SPECIAL
NOTES

1. From File Room (Except for Master File - File Clerk) ☒
2. From Map Room ☒
3. Course, assembly lines, pictures & Maps (War Room) ☒
4. Pictures, & Maps (Main Briefing Room) ☒
5. Course - Briefing Rooms (Duty Navigator) ☒
6. Bulk maps & pictures to Map Room (File Clerk) ☒
7. Epidiascope pictures prepared ☒

FOOD (for S-2 staff during pre-briefing period) ☒

FIRES (if necessary)

1. Gunners' Briefing Room (Tel. # 53) ☒
2. Main Briefing Room ☒

GUARDS

1. Authorized Admission List ☒
2. Posting ☒
3. Dismissal ☒

JEEP (if not already available) ☒

P/W KITS

1. Loading ☒
2. Check out sheet & EM assignment ☒

POST BRIEFING

1. Personal property & issue records to S-2 ☒
2. Briefing Rms. (lights out, stoves closed, courses down) ☒
3. Briefing material to appropriate folder in War Room ☒
(Removed from both Briefing Rooms)

(Fill in time or name)

1. Pre-Briefing at 0030
2. Briefing at 0130
3. Time over target 0733
4. ETR 0940
5. No. crews on mission 12
6. File & map clerks called at 1110
7. Other EM called at 1110
8. Briefing Officers:

	Notified	Picked up	Briefing time
a. Main	<u>2000</u>	<u>0030</u>	<u>0130</u>
b. Gunners'	<u> </u>	<u> </u>	<u> </u>
c. Group S-2	<u>2000</u>	<u>0030</u>	<u> </u>
9. EM assigned as follows:
 - a. Preparation of slides Sgt. Hlang
 - b. Gunners' epidiascope
 - c. Main br. epiadiascope Sgt. Hlang
 - d. P/W Kits Sgt. Charlton
 - e. Map Room S/Sgt. W. Smith
10. Personal phone calls stopped 0110

S/2 - 52/15-5-44

95 ~~370 B~~ Low 2 wings 13
 3/2 in each wing
 2-375 each wing
 Lead Gp. 034 051 / 6
 250 GPs.
 100 High 050 080 / 6 Both wings
 100 GPs
 13 Low Southern dispersal / 6
 100

390 B. Low
 390 South western dispersal / 6
 or on air craft.

100 B High
 12

Season 1961

13 A & B.

2 - 659

for 100th

G.P. 035 037/3.

Frag - Disper. SW side.

as shown III/3

Two wings from 13th

Finger 2-375

3/12 Gps

Load Gp 034 051/6

High Gp 050 080/6

Low Gp Sothen disposal/6

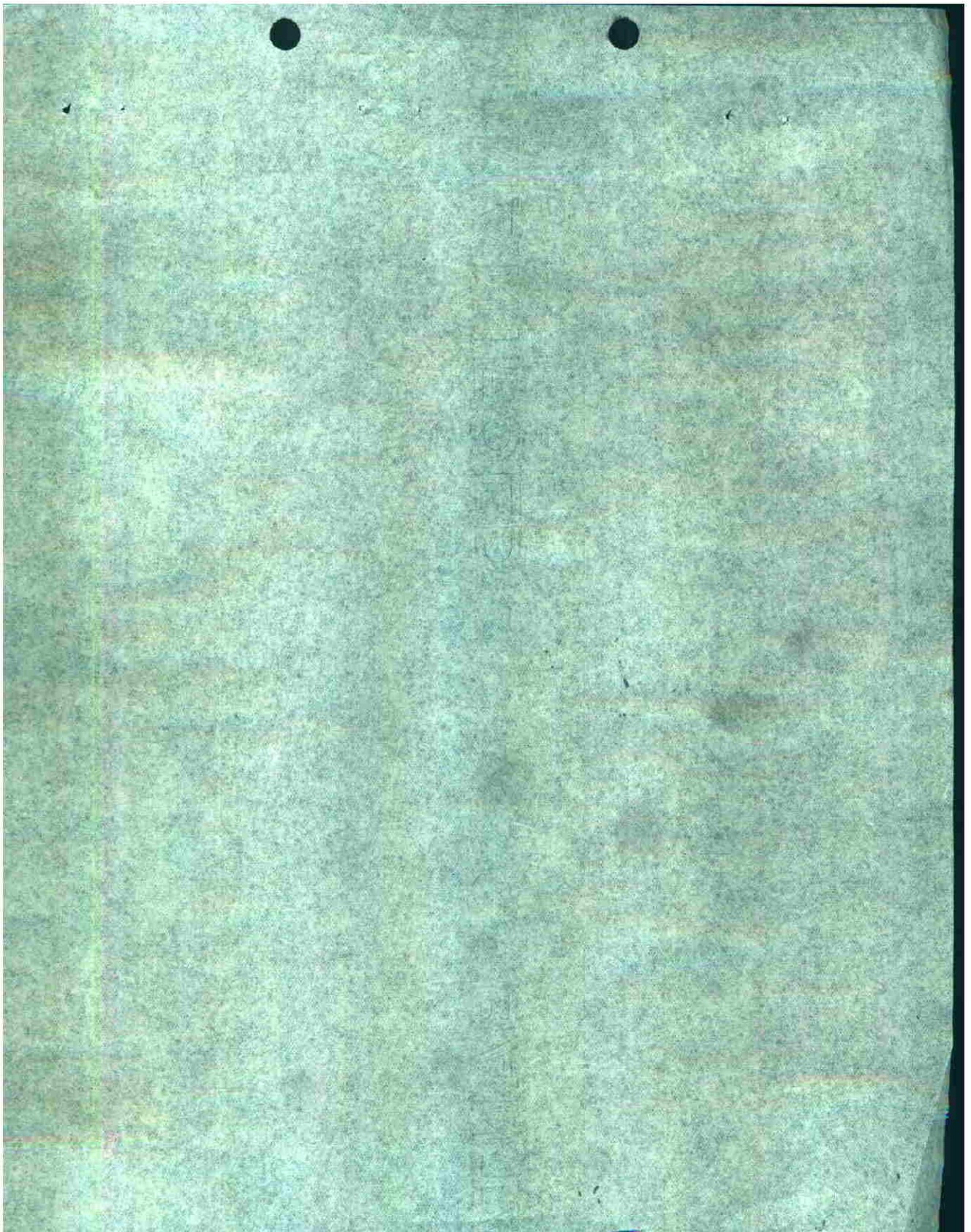
13th E

100 High

050 080/6

366
512

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#196

(9 P.) →

0742	5109 N	0224 E	had full Pilotage
0750	5055 N	0327 E	
0802	5018 N	0335 E	Pilotage
0808	4957 N	0327 E	(old B. Bay) down
Bed around 4 made 360°			
0822	50-10 N,	0315 E	
0833	50-27 N,	0251 E	{ G.F.X + Pilotage
0838	50-40 N,	0230 E	
0842	50-43 N,	0206 E	
0846	50-46 N,	0211 E	
0851	50-50 N	0157 E	
0855	51-02 N	0213 E	
0887	51-05 N	0215 E	
0905	5103 N	0200 E	
0907	5102 N,	0150 E	
0910	5107 N;	0139 E	
	5108 N	0124 E	
	0916		
0916	5108 -	0115 E	

Vance

100 In left way @ 0808 1/2 hrs
way went W to 100 to SW

S-2 14/7-8-43

SIGNED _____
Duty Navigator

PERSPECTIVE MAP

TARGET ILLUSTRATIONS () _____

MAP 1:250,000

MAP 1:500,000

NIGHT TARGET MAP

PLOTTING CHART

Receipt of _____ Raid Folders from the S-2 Map Room containing the following is hereby acknowledged:

DATE _____

RECEIPT FOR RAID FOLDERS
Station 139

S-2 14/7-8-43

SIGNED _____
Duty Navigator

PERSPECTIVE MAP

TARGET ILLUSTRATIONS () _____

MAP 1:250,000

MAP 1:500,000

NIGHT TARGET MAP

PLOTTING CHART

Receipt of _____ Raid Folders from the S-2 Map Room containing the following is hereby acknowledged:

DATE _____

RECEIPT FOR RAID FOLDERS
Station 139

RECEIPT FOR RAID FOLDERS
Station 139

DATE _____

Receipt of _____ Raid Folders from the S-2 Map Room containing the following is hereby acknowledged:

PLOTING CHART _____

NIGHT TARGET MAP _____

MAP 1:500,000 _____

MAP 1:250,000 _____

TARGET ILLUSTRATIONS (____) _____

PERSPECTIVE MAP _____

SIGNED _____

Duty Navigator

S-2 14/7-8-43

RECEIPT FOR RAID FOLDERS
Station 139

DATE _____

Receipt of _____ Raid Folders from the S-2 Map Room containing the following is hereby acknowledged:

PLOTING CHART _____

NIGHT TARGET MAP _____

MAP 1:500,000 _____

MAP 1:250,000 _____

TARGET ILLUSTRATIONS (____) _____

PERSPECTIVE MAP _____

SIGNED _____

Duty Navigator

S-2 14/7-8-43

0854 km 5103H, 0242E

A/C 598

get around beach on #3
 good weather. The
 the beach are sleeping
 now for 2 A/C that did not
 return.

A/C 126 } same name
 A/C 007 }

with the first man above
 2 in water. no damage
 seen to him the same

Other 2 A/C that went down and back
 at same place.

the beach is
 the Ryan

1986 food 1/2
 137
 883
 137
 1984
 10601
 007

RECEIPT FOR RAID FOLDERS
Station 139

DATE _____

Receipt of _____ Raid Folders from the S-2 Map Room containing the following is hereby acknowledged:

PLOTTING CHART _____
NIGHT TARGET MAP _____
MAP 1:500,000 _____
MAP 1:250,000 _____
TARGET ILLUSTRATIONS () _____
PERSPECTIVE MAP _____

SIGNED _____
Duty Navigator

S-2 14/7-8-43

RECEIPT FOR RAID FOLDERS
Station 139

DATE _____

Receipt of _____ Raid Folders from the S-2 Map Room containing the following is hereby acknowledged:

PLOTTING CHART _____
NIGHT TARGET MAP _____
MAP 1:500,000 _____
MAP 1:250,000 _____
TARGET ILLUSTRATIONS () _____
PERSPECTIVE MAP _____

SIGNED _____
Duty Navigator

S-2 14/7-8-43

$\frac{1}{657}$ $\frac{1}{956}$ $\frac{1}{808}$ $\frac{1}{941}$
 $\frac{1}{680}$ $\frac{1}{865}$
 $\frac{1}{109}$ $\frac{1}{834}$ $\frac{1}{600}$
 $\frac{1}{137}$ $\frac{1}{888}$ $\frac{1}{9861}$

FROM OITHE 112130B
TO USLIST SB-SC
OIPNT
OIBMP
OIKHI
WAN

SECRET 3 B.D. U-123-E

3RD BOMB DIVISION FIELD ORDER NO. 263.

1. B. FRIENDLY ACTIVITIES

(1) FIGHTER SUPPORT

TO FOLLOW

(2) OTHER FRIENDLY FORCES

1ST DIV. FORCES WILL DEPART CLACTON AT ZERO PLUS 20
TO ATTACK TGTS Z-281 (2 WGS), Z-141 (2 WGS), Z-342 (2 WGS),
Z-290 (2 WGS) AND Z-151 (2 WGS).

2ND DIV. FORCES WILL DEPART SELSEY BILL AT ZERO HOUR
TO ATTACK TGTS Z-661 (2 WGS), Z-341 (2 WGS), Z-341B
(2 WGS), Z-338 (2 WGS), Z-369 (2 WGS).

2. A. TARGETS

PRIMARY:

Z-375	MPI	034051/6	13 WGS	250 LB. G.P.
	MPI	050080/6		100 LB. G.P.
	MPI	S. DISPERSAL/6		FRAGS.
	MPI	S.W. DISPERSAL/6		FRAGS.
Z-145	MPI	043056/9	45A AND B WGS	100 AND 250 LB. G.P.
	MPI	S. DISPERSAL/9		FRAGS.
	MPI	N.E. DISPERSAL/9		FRAGS.
Z-475	MPI	059078/4	4A AND B WGS	250 LB. G.P.
	MPI	036068/4		100 LB. G.P.
	MPI	S.W. DISPERSAL/4		FRAGS.
	MPI	N.W. DISPERSAL/4		FRAGS.
Z-481	MPI	076064/3	4C AND 45C	250 LB. G.P.
	MPI	050080/3		100 LB. G.P.
	MPI	S. DISPERSAL/3		FRAGS.
	MPI	E. DISPERSAL/3		FRAGS.
Z-619	MPI	044036/2	92 WGS	100 AND 250 LB. G.P.
	MPI	DISPERSAL AT E. EDGE OF NO. 4 ON ILL/2		FRAGS.
Z-154	MPI	036081/6	93 WGS	100 AND 250 LB. G.P.
	MPI	N. DISPERSAL/6		FRAGS.
	MPI	N.E. DISPERSAL/6		FRAGS.

SECONDARY:

Z-659	MPI	035037/3	4, 13, 45A AND B WGS	100 AND 250 LB. G.P.
	MPI	DISPERSAL AREAS ALONG SW SITE OF A/D ON ILL/3		FRAGS.
Z-460	MPI	050030/4	92, 93, 4C, 45C WGS	100 AND 250 LB. G.P.
	MPI	DISPERSAL AREA ALONG W SIDE OF A/D ON ILL/4		FRAGS.

LAST RESORT:

ANY BRIDGE, RD CENTER, RR CENTER, ENEMY TRANSPORTATION,
ENEMY TROOPS, OR ANY OTHER MILITARY OBJECTIVE NOT WITHIN
THE BOMB LINE.

B. FORCE REQUIRED:

4 COM WG:	9 GPS:	12 A/C PER GP PLUS SPARES
13 COM WG:	6 GPS:	12 A/C PER GP PLUS SPARES
45 COM WG:	9 GPS:	12 A/C PER GP PLUS SPARES
92 COM WG:	6 GPS:	12 A/C PER GP PLUS SPARES
93 COM WG:	6 GPS:	12 A/C PER GP PLUS SPARES

C. DIVISION ASSEMBLY LINE

(1) B-17'S
 BUNCHER 12 (20,000) (C.P. 'A') ZERO MINUS 37
 SPLASHER 7 (C.P. 'B') ZERO MINUS 27
 CLACTON (20,000) (C.P. 'C') ZERO MINUS 20

TIMINGS FOR 13A WG: 13B WG ADD 3 MIN: 45A WG ADD 6 MIN:
 45B WG ADD 9 MIN: 4A WG ADD 12 MIN: 4B WG ADD 15 MIN:
 4C WG ADD 18 MIN: 45C WG ADD 21 MIN.

APPROACHES TO BUNCHER 12
 13 WGS FROM NE
 45 WGS FROM N
 4 WGS FROM NW

(2) B-24'S
 BUNCHER 12 (18,000) (C.P. 'A') ZERO MINUS 10
 SPLASHER 7 (C.P. 'B') ZERO HOUR
 CLACTON (18,000) (C.P. 'C') ZERO PLUS 6

TIMINGS FOR 92A WG: 92B WG ADD 3 MIN: 93A WG ADD 6 MINS:
 93B WG ADD 9 MIN.

APPROACHES TO BUNCHER 12
 92 WGS FROM N
 93 WGS FROM NE

D. ROUTES

(1) 13, 45AVN RTB WGS
 CLACTON (START CLIMB TO 24,000)(CP "1") ZERO MINUS 20
 5107-0240 (24,000) (CP "2") ZERO MINUS 1
 5055-0327 ZERO PLUS 7
 5024-0339 ZERO PLUS 18
 5002-0326 (I.P.) ZERO PLUS 29
 TARGETS ZERO PLUS 44
 4944-0215 (R.P.) ZERO PLUS 54
 4917-0115 ZERO PLUS 79
 4917-0041E ZERO PLUS 90
 BEACHY HEAD ZERO PLUS 120
 BASES

TIMINGS FOR 13A WG: 13B WG ADD 3 MINS: 45A WG ADD 6 MINS
 45B WG ADD 9 MINS

(2) 4A AND 4B WGS
 SAME AS (1) TO
 5002-0326 (I.P.) ZERO PLUS 41
 TARGET ZERO PLUS 66
 4941-0220 (R.P.) ZERO PLUS 71
 SAME AS (1) FROM
 4917-0115 ZERO PLUS 97

TIMINGS FOR 4A WG: 4B WG ADD 3 MINS

(3) 4C AND 45C WGS
 SAME AS (1) TO
 5002-0326 ZERO PLUS 47
 4940-0323 (I.P.) ZERO PLUS 56
 TARGET ZERO PLUS 68
 4932-0243 (R.P.) ZERO PLUS 72
 4934-0159 ZERO PLUS 87
 SAME AS (1) FROM
 4917-0115 ZERO PLUS 103

TIMINGS FOR 4C WG: 45C WG ADD 3 MINS

(4) 92 AND 93 WGS
 CLACTON (START CLIMB TO 22,000)(CP "1") ZERO PLUS 6
 5107-0240 (22,000) (CP "2") ZERO PLUS 24
 5055-0327 ZERO PLUS 32

TARGETS
 4934-0159 (R.P.)
 4917-0115
 4917-0041E
 BEACHYHEAD
 BASES

ZERO PLUS 86
 ZERO PLUS 90
 ZERO PLUS 105
 ZERO PLUS 116
 ZERO PLUS 146

TIMINGS FOR 92A WG: 92B WG ADD 3 MIN: 93A WG ADD 6 MIN
 93B WG ADD 9 MIN

DESCENT TO MINIMUM ALTITUDE WILL BEGIN AT ENEMY COAST.

E. BOMBING ALTITUDES:

B-17'S: LEAD GPS: 24,000 FT
 B-24'S: LEAD GPS 22,000 FT

3. A. WING ORDER AND STRENGTH

13A WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 13B WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 45A WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 45B WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 4A WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 4B WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 4C WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 45C WG: 3 X 12 A/C (1 PFF A/C ATTACHED)
 92A WG: 3 X 12 A/C
 92B WG: 3 X 12 A/C
 93A WG: 3 X 12 A/C
 93B WG: 3 X 12 A/C

X. (1) ZERO HOUR: 0700 DBST 12 JUNE 1944

(2) BOMB LOAD:

EACH COM WG: 2 GPS: EACH A/C: MAX LOAD 250 LB G.P.
 1/10, 1/40
 2 GPS: EACH A/C: MAX LOAD 100 LB G.P.
 1/10, 1/100
 2 GPS: EACH A/C: MAX LOAD FRAGMENTATION
 BOMBS

(3) 1 A/C IN EACH GROUP CARRYING 250 G.P. BOMBS WILL
 USE LONG DELAYED FUSING.

(4) 8 A.F. MEMO NO. 115-3 JUNE 4, 1944
 LONG DELAY FUSED BOMBS WILL NOT BE RETURNED TO BASE
 BUT JETTISONED IN WATER NORTH OF 5300N. FOR SECURITY
 REASONS CREWS WILL BE BRIEFED NOT TO MENTION LONG
 DELAY FUSES OVER VHF.

(5) INTERVALOMETER SETTINGS: FOR 100 AND 250 LB G.P.: 100 FT
 FOR FRAG BOMBS: 50 FT

(6) REFERENCE BASE ALTITUDE: 18,000 FEET

(7) ALL BOMBING WILL BE DONE IN GROUP FORMATION

(8) CODE WORD AT I.P.: RED FLARE

(9) PFF A/C WILL BE USED FOR NAVIGATIONAL PURPOSES ONLY.

(10) A MOSQUITO A/C, CALLSIGN "MAYPOLE THREE" DESIGNATED
 TARGET WEATHER A/C WILL BE IN THE TARGET AREA PRIOR
 TO THE ARRIVAL OF THE BOMBER FORCE. THIS A/C WILL
 PROCEED BOMBERS ALONG DIVISION ASSEMBLY LINE PASSING
 WEATHER CONDITIONS IF OTHER THAN FORECAST. A/C WILL
 THEN PROCEED TO TARGET AREAS REPORTING TARGET CONDI-
 TIONS TO WG AIR LEADERS.

(11) SECOND BOMB RUNS ARE AUTHORIZED FOR ALL WGS.
 WGS ON INITIAL RUNS WILL NOT BE INTERFERRED WITH.

(12) VHF RELAY A/C WILL GIVE WIND AT 24,000 FT TO B-17'S

- (13) WHEN BOMBING FORMATIONS WILL SPREAD OUT TO GIVE AREA PATTERN.
- (14) IF PARKED A/C ARE SEEN, FRAG BOMBS WILL BE RELEASED ON THEM.
- (15) TACTICAL REPORTING WILL BE EMPLOYED FOR THIS MISSION WITH TIME LIMITS OF 45 MINUTES AND 2 HOURS AND 45 MINUTES FOR IMMEDIATE ACTION AND FINAL REPORTS RESPECTIVELY.

4. NORMAL: COM WGS FORWARD COPIES OF F.O. TO THIS HEADQUARTERS.

5. COMMUNICATIONS

- A. SPLASHER BEACONS: 13A, 4B, 6C, 5D, 7E, 8F, 9G, 11H, 16I
- B. MF D/F "N"
- C. GEE: EASTERN WYOMING SOUTHERN UTAH
XF: SOUTHERN BRITISH FEDERATION - RF TYPE 27 TUNING UNIT
- D. AUTHENTICATORS: W/T: LETTER "Z", VHF: "FENDER"
- E. VHF RECALL CODE PHRASE: "YANKEE-DOODLE-DANDY"
- F. VHF BOMBER FIGHTER CHANNEL: 8TH USAAF FIGHTER: AMERICAN COMMON
- G. VHF BOMBER FIGHTER CALLSIGNS:
- 13A WG: VINEGROVE ONE ONE
 - 13B WG: VINEGROVE ONE TWO
 - 45A WG: VINEGROVE ONE THREE
 - 45B WG: VINEGROVE ONE FOUR
 - 4A WG: VINEGROVE ONE FIVE
 - 4B WG: VINEGROVE ONE SIX
 - 4C WG: VINEGROVE ONE SEVEN
 - 45C WG: VINEGROVE ONE EIGHT
 - 92A WG: VINEGROVE ONE NINE
 - 92B WG: VINEGROVE ONE TEN
 - 93A WG: VINEGROVE ONE ELEVEN
 - 93B WG: VINEGROVE ONE TWELVE

FIGHTERS: BALANCE ONE
GROUND SECTOR: COLGATE

- H. VHF RELAY A/C 13 WG TO FLY IN AREA 5200N-0100E
R/T CALLSIGN "ARROWSWIFT RELAY". A/C WILL RELAY ALL WEATHER FROM "MAYPOLE THREE" TO DIVISION
- I. MOSQUITO TARGET WEATHER A/C R/T CALLSIGN "MAYPOLE THREE" TO TRANSMIT WEATHER TO DIVISION OVER DIVISION VHF CHANNEL.
R/T COLLECTIVE C/S ALL A/C IN 3RD DIVISION "HIGHROAD"
- J. RCM
- (1) CARPET: NORMAL
 - (2) WINDOW:

ALL A/C 13A AND LEAD GP 13B: 430 UNITS FROM FIVE MINUTES AFTER IP FOR TWENTY MINUTES.

ALL A/C 45A AND LEAD GP 45B: 504 UNITS FROM SIX MINUTES AFTER IP FOR TWENTY ONE MINUTES.

ALL A/C 4A AND LEAD GP 4B: 576 UNITS FROM SIX MINUTES AFTER IP FOR TWENTY FOUR MINUTES

ALL A/C 4C AND LEAD GP 45B: 432 UNITS STARTING TWO MINUTES BEFORE IP FOR EIGHTEEN MINUTES

ALL A/C 92A AND LEAD GPS 92B, 93A AND 93B WGS: 456 UNITS STARTING TWO MINUTES BEFORE IP FOR NINETEEN MINUTES.

-- LE MAY --

USLIST SB-SC V OITHE NR 12 OP

FROM OITHE 11/2355B
TO USLIST SB-SC

SIGNAL SERVICE 3 B.D. CORRECTION ON OITHE NR 11/11 U-123-E
UNDER 5. J. (2) 7TH LINE WORD BEFORE 432 UNITS TO READ
45C RPT. 45C NOT 45 B AS SENT

- L E M A Y -

TOD 12/0008B GME AR
AS FOR R

VAS R.....12/0014B SVALDI AR

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FROM OITHE 12/0405B
TO USLIST SP-CC
OIPNT
OIKHI
WAN

SECRET 3 B.D. U-126-E

ANNEX NO. 2 TO 3 B.D. FIELD ORDER 263.

3. X. (1) CHANGE TO READ:
ZERO HOUR: 0745 D.B.S. T. 12 JUNE 1944 REPEAT
ZERO HOUR: 0745.

- L E M A Y -

MOD 12/0407B GNE AR
AS FOR R

TAS R.....12/0406B SVALDI AR

T

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STAND BY FOR USLIST SB-SC B/C INTELL ANNEX

USLIST SB-SC V OITHE NR 10

-P-

FROM OITHE 112100B
TO USLIST SB-SC
SECRET 3 B.D. U-122-E

INTELLIGENCE ANNEX TO 3 B.D. F.O. NO. 263

THE OBJECTIVE OF THE ATTACKS ON ALL TARGETS IS TO RENDER THEM UNSERVICEABLE OPERATIONALLY. IF ANY CONCENTRATION OF E/A IS SEEN AT ANY TARGET, GROUPS WITH FRAG LOADS AND ASSIGNED TO MPIS COVERING DISPERSAL AREAS WILL ALTER THEIR MPIS TO HIT THE CENTER OF SUCH CONCENTRATION OF A/C.

TC

Z-145

CLACTON
5107-0240
5055-0327
5024-0339
5002-0326 IP
TARGET
4944-0215 RP
4917-0115
4917-0041E
BEACHY

Z-481

CLACTON
5107-0240
5055-0327
5024-0339
5002-0326 IP
TARGET
4932-0243 RP
4934-0159
4917-0115
4917-0041E
BEACHY

Z-375

CLACTON
5107-0240
5055-0327
5024-0339
5002-0326 IP
TARGET
4944-0215
4917-0115E
4917-0041E
BEACHY

Z-475

CLACTON
5107-0240
5055-0327
5024-0339
5002-0326 IP
TARGET
4941-0220 RP
4917-0115
4917-0041E
BEACHY

Z-619 AND Z-154

CLACTON
5107-0240
5055-0327
5024-0339
5002-0326
4940-0323
4926-0250 IP
TARGET
4934-0159
4917-0115
4917-0041E
BEACHY

CHANGE IN DISPOSITION OF GAF:

DURING THE PERIOD 2 JUNE TO 9 JUNE A WHOLESALE TRANSFER HAS BEEN MADE FROM GERMANY TO FRANCE OF SINGLE AND TWIN ENGINE FIGHTER UNITS. BASED ON INITIAL EQUIPMENT OF UNITS, STRENGTH IN FRANCE HAS INCREASED BY 425 SINGLE ENGINE AND 100 TWIN ENGINE FIGHTERS. AT MAIN AND GUNNER'S BRIEFING THIS SHOULD BE BROUGHT TO ATTENTION OF THE CREWS.

WARN GUNNERS TO BE ON ALERT FOR E/A AS THEY HAVE ENCOUNTERED NONE SO FAR ON TACTICAL TARGETS AND MAY HAVE GOTTEN CARELESS. IT IS REPORTED THAT ME-109'S HAVE BEEN ENCOUNTERED WITH BLACK AND WHITE MARKINGS SIMILAR TO OUR FIGHTER PLANES AND CREWS SHOULD BE BRIEFED ON THIS.

FLAK:

ALL GROUPS - OSTEND, DUNKIRK AND COURTAI WOULD BE AOIDED ON COURSE IN TO IP.

THERE ARE TWELVE GUNS AT THE ST. QUENTIN/CLASTRES A/D.

TARGET Z-145 IS DEFENDED BY EIGHT HEAVY GUNS AND A LEFT TURN AFTER BOMBING WILL AVOID THE STRONG DEFENSES NORTHWEST OF TARGET.

TARGET Z-375 IS BELIEVED TO BE UNDEFENDED, HOWEVER, THE DEFENSES TO THE SOUTH WILL PROBABLY FIRE BUT SHOULD BE OUT OF RANGE.

TARGET Z-481 IS DEFENDED BY TWENTY-ONE HEAVY GUNS, THIS FIGURE IS POSSIBLY A LITTLE HIGH BUT IS THE BEST INFORMATION AVAILABLE. THE DEFENSES JUST WEST OF TARGET SHOULD BE AVOIDED BY MAKING A LEFT TURN AFTER BOMBING.

TARGET Z-475 IS DEFENDED BY NINE HEAVY GUNS AND SOME FIRE WILL PROBABLY BE RECEIVED FROM THE DEFENSES OF Z-481.

TARGETS Z-619 AND Z-154 ARE DEFENDED BY TEN HEAVY GUNS.

ALL GROUPS - THE CORRIDOR FROM CREVECOEUR LE GRAND TO GOURNAY SHOULD BE CLOSELY FOLLOWED TO AVOID THE DEFENSES AT EITHER SIDE. THIS IS ALSO TRUE OF THE CORRIDOR JUST SOUTH OF ROUEN. LE HAVRE SHOULD BE AVOIDED.

-- LEMAY --

FRA
OIBSE
OISNT
OISGB
OIMAM

SECRET 13 CBW U-39-E

13 CBW F.O. 263.

1.

2. A. THIS WG ATTACKS PURSUANT TO 3 BDF.O. 263.

B. TARGETS: 13A AND 13B WG.

TARGET A - Z 375

M.P.I. FOR 95A, 390B - (250 G.P.S) - 034051/6
M.P.I. FOR 95B, 100 GR, -(100G.P.S) - 050080/6
M.P.I. FOR 95C (100 FRAG) SOUTHERN DISPERSAL
ON ILLUS /6
M.P.I. FOR 390A (100 FRAG) S W DISPERSAL
ON ILLUS /6

TARGET B - 2659

MPI FOR 95A, 390B, 95B, 100GR (G.P.S) 035037/3
MPI FOR 95C, 390A (FRAGS) DISPERSAL
AREAS SW SIDE OF A/D ON ILLUS /3

C. 13A WG;

SOUTHWALD (C.P.X) ZERO MINUS 56
95A GR FROM SE AT 20000 FT.
95B GR FROM SE AT 21000 FT.
95C GR FROM SE AT 19000 FT.
SPLASHER 6 (C.P.Y) ZERO MINUS 45
BUNCHER 12 ZERO MINUS 37

D. 13B WG.

LOWESTOFT (C.P.Z) ZERO MINUS 55
390B GR FROM E AT 20000 FT.
100 GR FROM SE AT 21000 FT.
390A GR FROM E AT 19000 FT.
SPLASHER 6 (C.P.Y) ZERO MINUS 42
BUNCHER 12 ZERO MINUS 34

3.A. 13A WG.

95A LEADS 12 A/C PLUS 1 SPARE A/C MAX'M 250 G.D.'S 1/10 1/40
95B HIGH 12 A/C PLUS 1 SPARE A/C MAX'M 100 G.P.S 1/10 1/100
95C LOW 12 A/C PLUS 1 SPARE A/C MAX'M 100 FRAGS.

3.B. 13B WG.

390B LEADS 12 A/C PLUS 1 SPARE A/C MAX'M 250 G.D.S 1/10 1/40
100 GR HIGH 12 A/C PLUS 1 SPARE A/C MAX'M 100 G.P.S 1/10 1/100
390A LOW 12 A/C PLUS 1 SPARE A/C MAX'M 100 GRAGS.

X 1. FUEL LOAD 2200 GALS.

2. WEATHER A/C 390 GR.

3. TWO MINUTES PRIOR TO I.P. THE SYSTEM OF GROUPIX
PEEL OFF (PLAN X) WILL BE UTILIZED. THE WG LEADER
WILL ANNOUNCE RED FLARES AT THE FAN OUT POINT OVER
VHF.
GROUP LEADERS ARE CAUTIONED THAT THE TURN AT I.P.
ON THIS MISSION IS SHALLOW.

4.

5. A(1) FLARES (2) LEADE II

V (3) R/T CALLSIGNS

95A - GG	COL. TRUESDELL	FIREBALL ABLE
95B - RG	MAJ. NØKØK HOLBROOK	FIREBALL PIEK
95C - Y	MAJ. POMEROY	FIREBALL RED
390B - YG	LT. COL. GOOD	FIREBALL BAKER
100 GR - RY	CAPT. MASON	FIREBALL YELLOW
390A - R	MAJ. FENTON	FIREBALL GREEN

AS

T.O.D. 12/0030B

JRD AR

STATIONS K WITH R WHEN REQUESTED